

# GRAIN DEALERS JOURNAL

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CHICAGO, ILL., JULY 25, 1899.

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To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

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....Shipping Corn and Oats.

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Established 1854. Incorporated 1887.  
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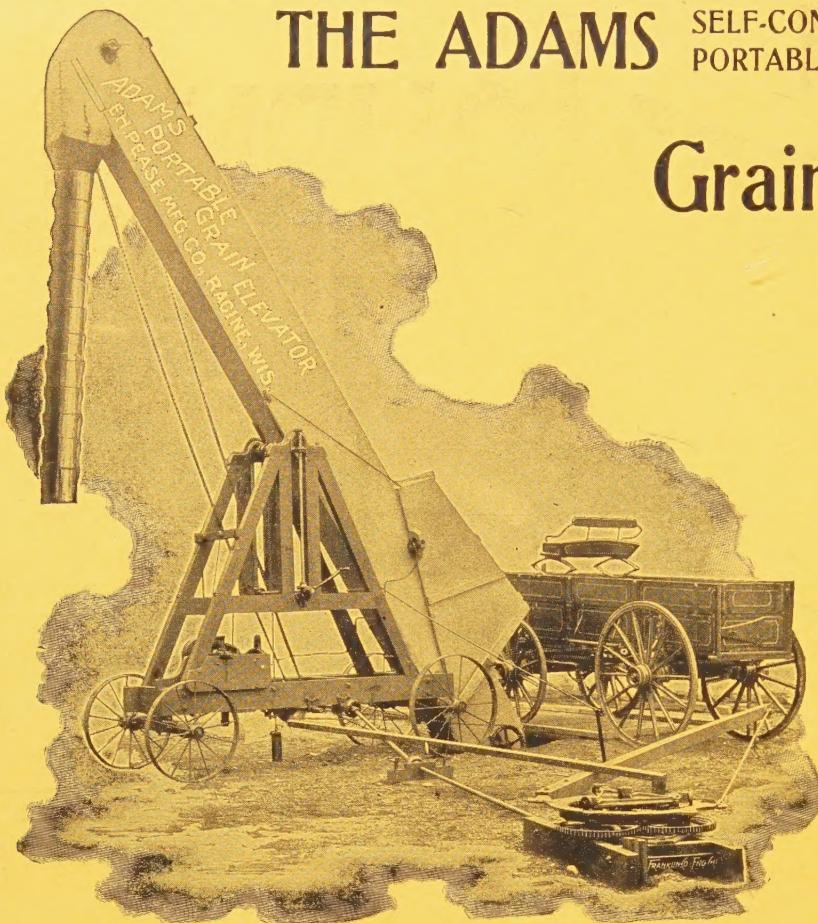
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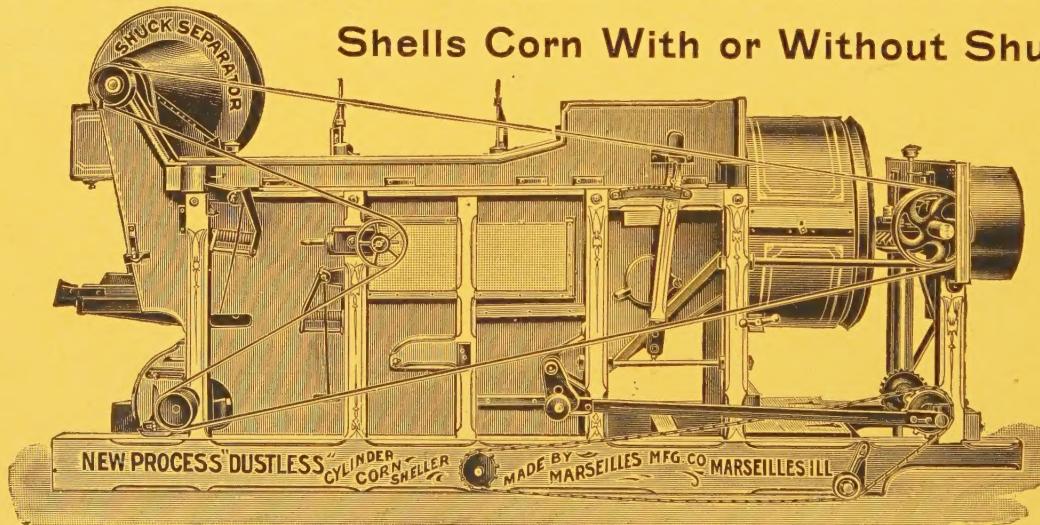
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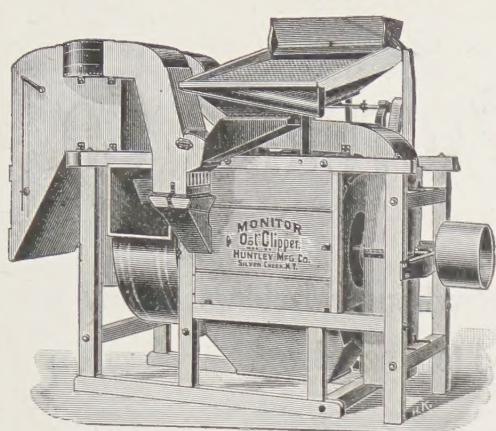
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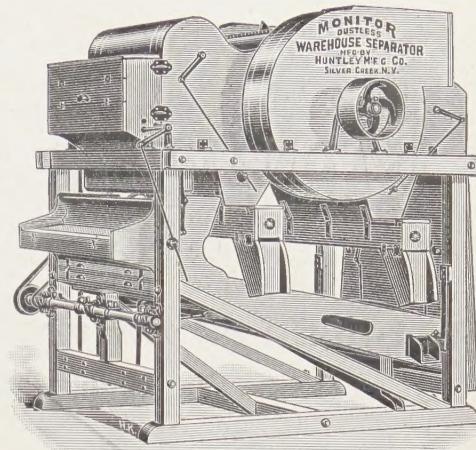
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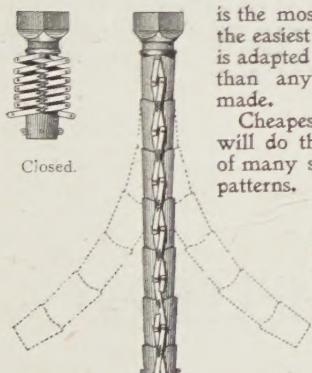
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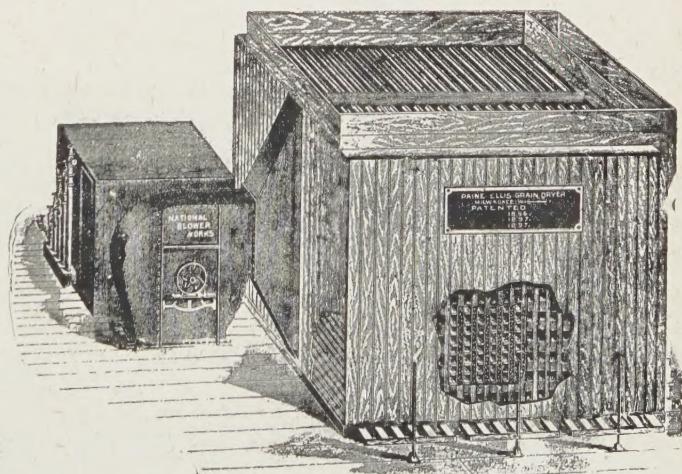
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OPERATION  
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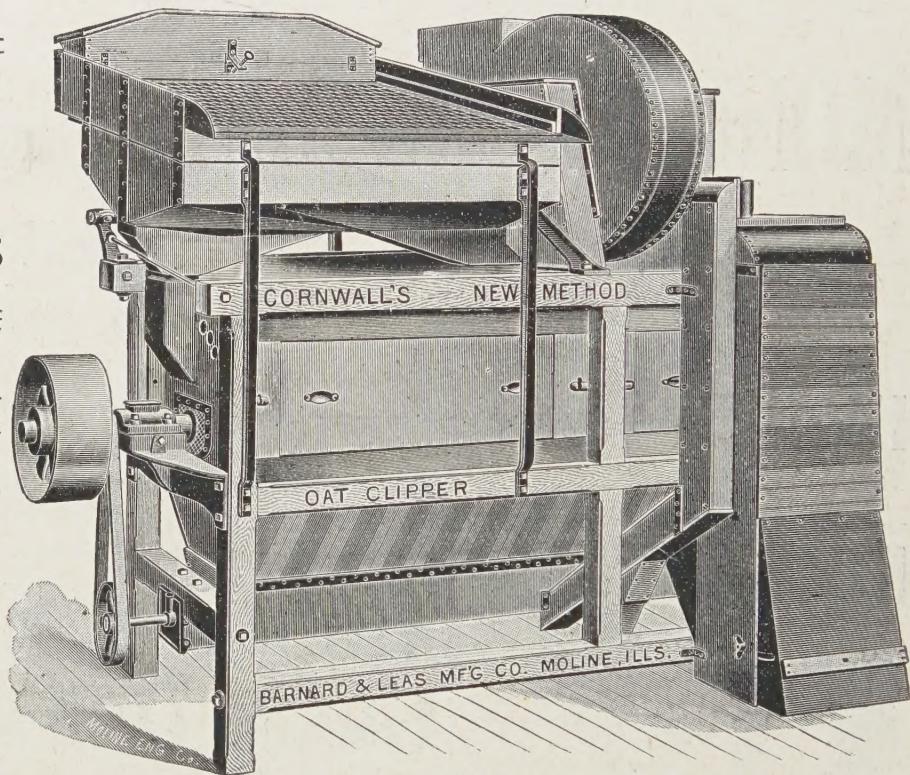
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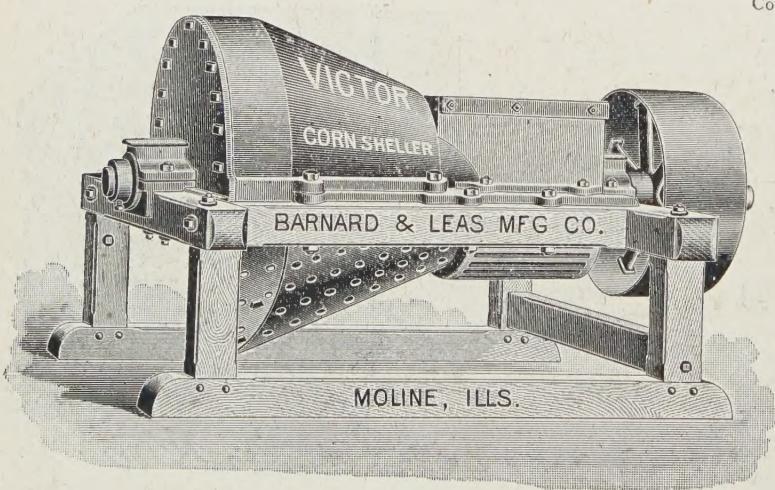
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Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is **50 cents**.

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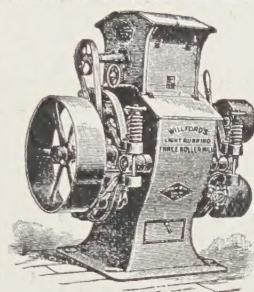
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ARE THE BEST FEED GRINDERS FOR ELEVATORS

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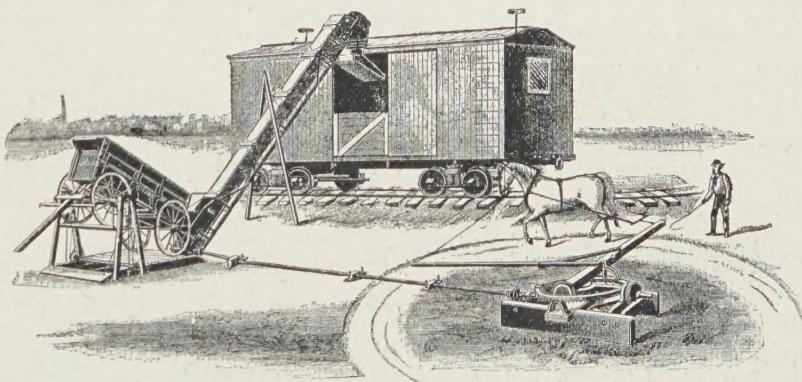


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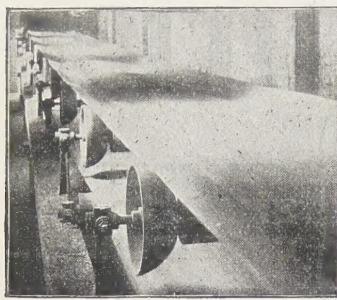
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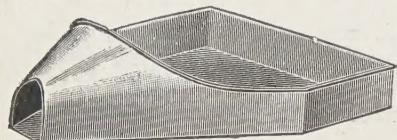
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Everything for a Warehouse or Elevator.

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Corn Shellers,

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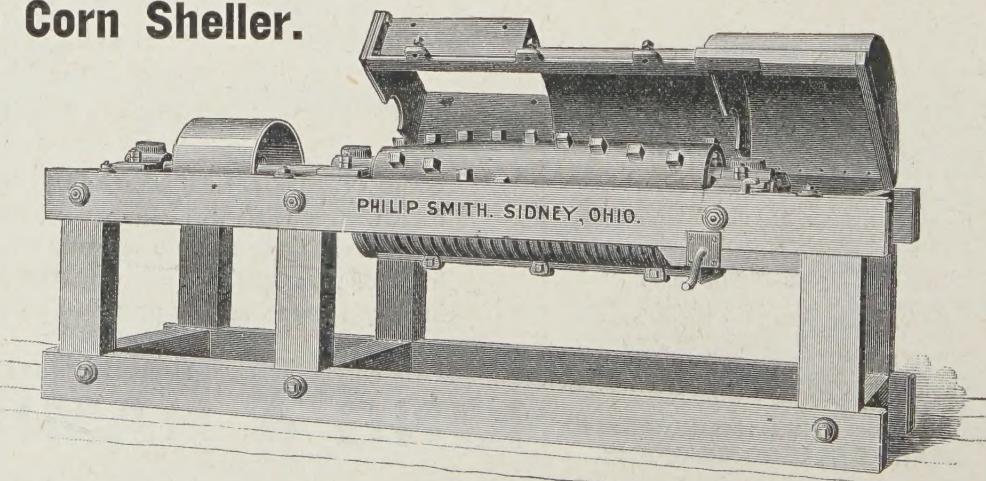
## The Miami Valley Corn Sheller.

The simplest in construction of all Shellers. Among the many advantages to be obtained from this machine, is that it gets all the corn, and will not plane the grain. Can shell new corn at least thirty days earlier than any other sheller. Requires less power to operate. Has a choke box, adjustable while running. The cylinder is made of chilled iron, cast solid on the shaft, thoroughly balanced. No set screws or keys to bother with. Cylinder made right or left, "as we do not recommend cross belts." All machines have three wide anti-friction bearings. Have stood the test for thirty years.

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{ Decatur Milling Co. }**Every Rail Road and  
Elevator should  
have them.****No Knife to get dull.**SENT ON  
APPROVAL

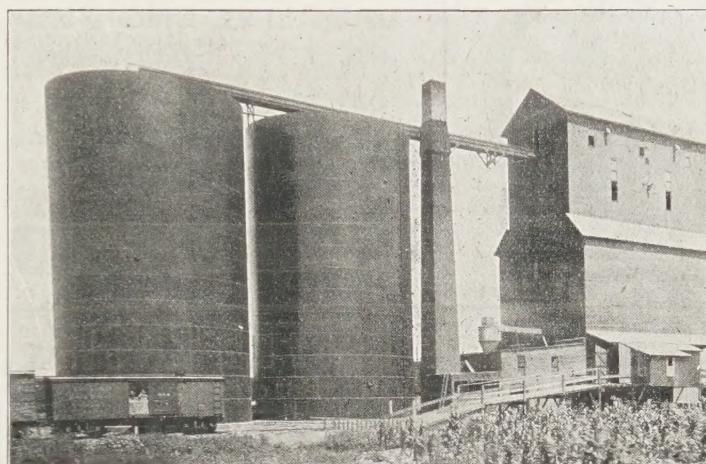
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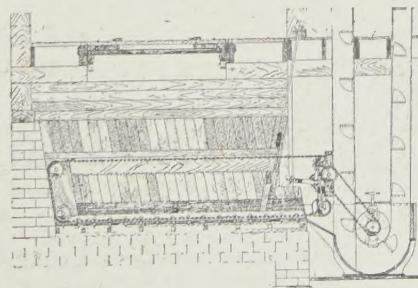
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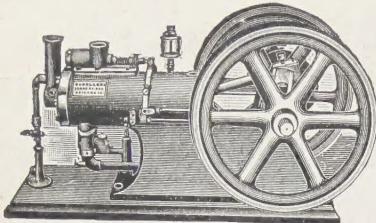
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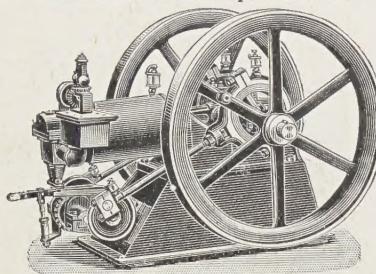
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Furnish Reliable and Inexpensive Power.



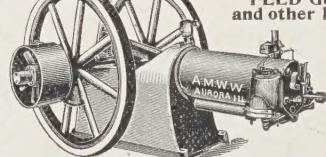
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For GRAIN ELEVATORS,  
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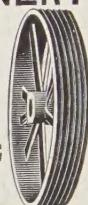
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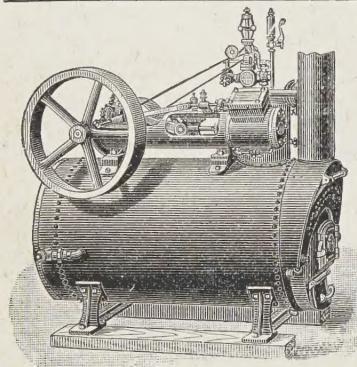
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**BEST POWER FOR ELEVATORS AND MILLS**

.....BECAUSE.....  
No Expense for Fuel, waste cobs furnishing more than enough.  
Do not take "Bucking" Spells.  
Are Thoroughly Reliable and can be depended on to furnish  
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Less Trouble and Expense to keep in running order.  
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Pamphlet with prices on application, stating size  
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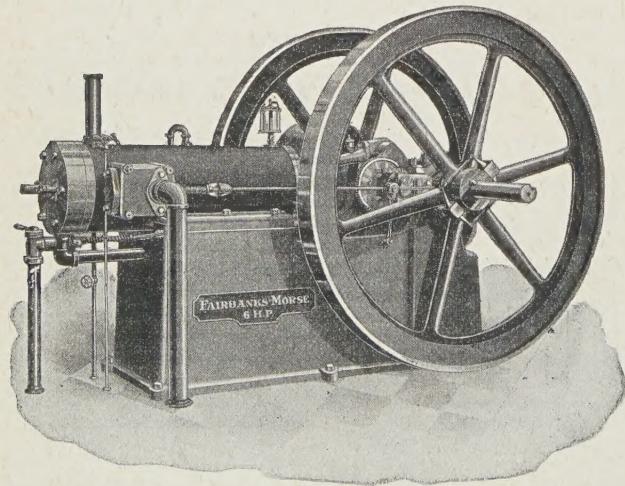
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Thousands of the Scales and hundreds of the  
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# HOWE SCALES ARE GOOD SCALES

They are Especially Adapted for use in Grain Elevators and Mills.

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Special Designs for Special Use, such as

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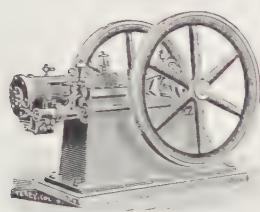
We Carry a Complete Stock. Write for Prices.

## BORDEN & SELLECK CO.,

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ST. LOUIS. KANSAS CITY. MINNEAPOLIS. CLEVELAND.

Elevating and  
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GENERAL WESTERN  
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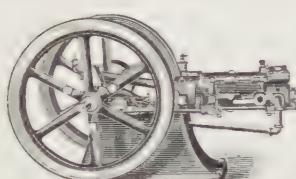
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Send for Catalogue "I".  
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Unequaled for durability,  
close regulation and economy.  
Strictly high grade.  
Catalog on application.

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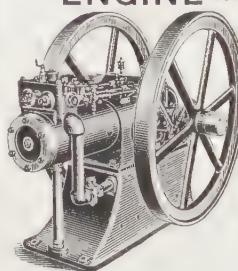


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Over 2,500 in daily operation. The Simplest and Best Gasoline  
Engine on the market to-day. Actual H. P. guaranteed.  
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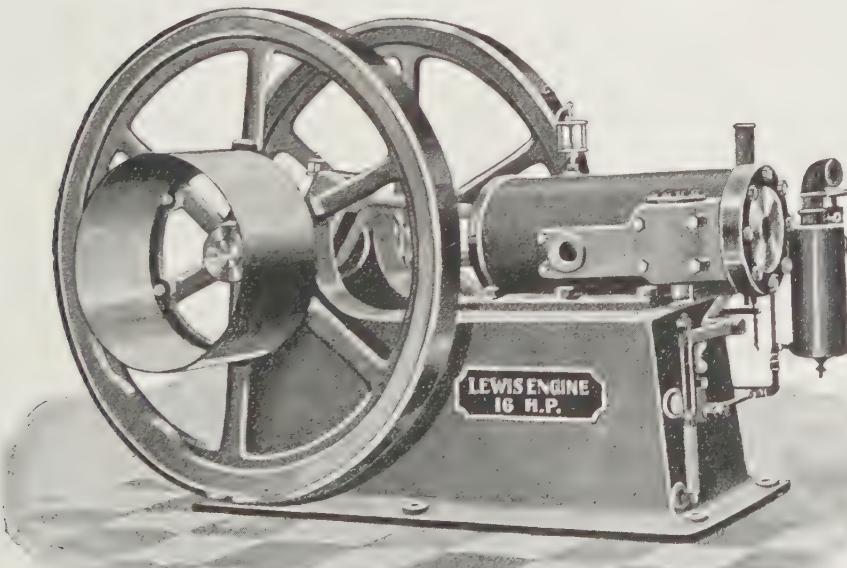
**SIMPLICITY,  
ECONOMY and  
DURABILITY.**

Admirably adapted  
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mills. Sizes from  
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Write for descriptive  
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GOLD MEDAL,  
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MOST POPULAR AND  
RELIABLE FOR

**G**RAN ELEVATORS,  
WATER WORKS,  
ELECTRIC PLANTS.

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AIR ADJUSTMENT TO  
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# GRAIN DEALERS' EXCHANGE.

## ELEVATORS FOR SALE.

ELEVATOR AND RESIDENCE for sale. Drawer D, Kirkman, Ia.

ELEVATOR at Hamill, Lee Co., for sale. Address P. M., at Mt. Hamill, Ia.

SMALL ELEVATOR and grain business in the city of Toledo, O., for sale. Address 1909 Shaw Ave., Toledo, O.

SNAP IN GRAIN ELEVATOR, for sale, in western Iowa, where crops never fail. For information address L. C. Butler, Arion, Ia.

ELEVATOR for sale; in good grain country; 3 lots, office, scales and 1 share in telephone. On Big 4. Address A. H. Drake, West York, Ill.

ELEVATOR for sale, on the Illinois Central R. R. at Alden, Ia. Capacity, 20,000 bu., with 550 feet corn cribbing. For particulars address Peter Taylor, Alden, Ia.

ONLY ELEVATOR in good Iowa grain town, county seat. Has dump and scale in the dump; good side loading track; in center of town. Terms reasonable. C. C. Knapp, Agt., Cedar Falls, Iowa.

ELEVATOR for sale, 24x30, with annex 24x36, capacity 20,000 bu. Nicely located; gasoline power; on Illinois Central R. R.; in good shape. Address Lock Box 691, Storm Lake, Iowa.

GRAIN ELEVATORS for sale, situated at Bonilla, Beadle Co., Tulare and Spottswood, Spink Co., So. Dak. All in good grain and live stock country. Berger-Crittenden Co., Milwaukee, Wis.

ELEVATOR for sale or rent at York, Neb. Rents for \$300 a year; 12,000 capacity, steam, 2 hopper scales. In good running order; possession at once. C., Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

UP-TO-DATE Indiana flouring mill and elevator for sale or will trade for farm. Running every day. First class wheat, corn and oats territory. No competition. Tippecanoe Box 1, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

ELEVATOR for sale; 15,000 bu.; good as new; all machinery necessary for all kinds of work in a corn elevator. One of the best corn districts in Kan.; 80 miles from Kansas City. Prospects for a large corn crop very flattering. T. W. Simpson, Agricola, Kan.

ELEVATOR 8,000 bushels, with wagon and hopper scales, 16 h. p. gasoline engine, wheat cleaner, sheller and dumps. Also grind feed. Good territory, local monopoly in grain, coal and farm machinery. Will have to sell soon. S. G. Chamberlain, East Liberty, Ohio.

GRAIN, COAL AND STOCK business for sale, at Blue Rapids, Kan. Elevator modern, 30,000 bu. capacity, on lot 80x300. New coal bins for 4 cars; stock yards; office furniture and fixtures. Everything complete; steam power; good territory; fine crops; no competition. H. J. Lane, Blue Rapids, Kan.

## ELEVATORS FOR SALE.

ASSIGNEE'S SALE OF THE CANAL ELEVATOR AND WAREHOUSE CO.'S Entire Plant, Real Estate, Leasehold, Canal Water Power Privilege, Machinery, Good Will, etc., N. W. Cor. Broadway & Court Street, Cincinnati, Ohio, at auction, Monday, August 14, 1899, at 10 o'clock A. M., on the Premises by Order of the Court of Insolvency, as directed to Henry Burkhold, Assignee. Burch & Johnson and Benjamin F. Ehrman, Attorneys. Appraised \$99,700 as an entirety and going concern. Illustrated, descriptive catalogues mailed free on application to The Ezekiel & Bernheim Co., Auctioneers, Nos. 334, 336, 338 Main st., Cincinnati, O.

ELEVATOR, 12,000 bu. capacity, new No. 2½ Western corn sheller and cleaner; 20-h. p. engine and boiler. Lumber yard in connection if wanted. Handled 46 cars grain so far this year. Located in Moultrie Co. Good bargain. Ill health cause for selling. Stapleton & Mitchell, Lake City, Ill.

TWO ELEVATORS, adjoining, a custom mill, large warehouse, 815 ft. corn cribs and coal and salt sheds. This is a large business in a good country; cleared \$10,000 in last four years; company or partners can do better; too large for one man. Good reason for selling. J. H., Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR or half interest for sale; 8,000 bu.; 10-h. p. steam; 350-bu. hopper scale; wagon scale on main street. Only elevator in Harper Co.; shipped over 300 cars wheat alone from this station last year; good crop planted and large area of oats and corn. Have more business than I can well attend. Would sell half interest to right man at half cost. B. F. Cary, Freeport, Kan.

ELEVATOR FOR SALE; in heart of grain country, having handled 350,000 bushels in 1898. Storage capacity, 50,000 bushels; daily capacity, 20,000 bushels. Elevator was built in 1896, is equipped with the best of improvements, new office and fixtures. Also four acres of land and residence property. Owners want to retire. Indiana, Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

## MISCELLANEOUS.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

BUSINESS opportunities. We have several first-class openings for parties who wish to invest in elevator and milling property. Mill Owners' Exchange, Nashville, Tenn.

## FOR RENT.

IF YOU do not find what you want advertise for it here.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

## FOR SALE-MISCELLANEOUS

The "GUS" gasoline engines. The Carl Anderson Co., Jefferson, cor. Fulton St., Chicago, Ill.

ENGINE (12x8 cylinder) and boilers; will be sold right. Address Pope & Eckhart Co., Western Union Bldg., Chicago.

GASOLINE ENGINES Bought, sold, exchanged; guaranteed in perfect repair. Gas Engine Repair Co., 43 S. Canal, Chicago.

BUCKEYE ENGINE for sale; 75-h. p. in first-class condition. Too large for my use. Will sell cheap. Address A. Colvert, Attica, Ind.

THE HOLLIDAY GASOLINE ENGINE. Simple and durable. Warranted. Write for prices. Thomas Holliday, 214 S. Clinton st., Chicago.

DUST COLLECTORS at a bargain. Two No. 8 and three No. 7 Knickerbocker, in good condition. H. Mueller & Co., 2 Sherman St., Chicago, Ill.

FOR SALE.—Device to shift cars. More powerful than team of horses or 10 men. Sent on trial. Price \$5. Add. K. H. Stafford & Bros., 26 Van Buren, Chicago.

SECOND HAND GAS AND GASOLINE ENGINES; dynamos and motors; all sizes; guaranteed for 1 year. Price Machinery Co., 54-60 S. Canal St., Chicago.

FAIRBANKS 6-ton wagon and stock scales for sale. Little used. Will take \$75 as they stand here. Iowa Box 1, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

FAIRBANKS' 10-ton wagon scale, with track scale style beam, in first-class condition for sale. Repaired and Guaranteed. Standard Scale & Fixt. Co., St. Louis, Mo.

GRAIN SAMPLE PANS, second-hand, made of Russia iron, newly Japanned, good as new, 50 cents each. G. S. P., Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

GASOLINE engines for sale: 4-h. p. Webster, 10-h. p. Backus, 10-h. p. Otto, 15-h. p. Norman, secondhand. New Backus engines. Chicago Water Motor & Fan Co., 171 Lake St., Chicago.

DRIER, been used only for tests; dries brewers' grain and corn perfectly and economically. Cost \$1,000, sell for \$350 f. o. b. Buffalo. Barton, Box 4, care Grain Dealers Journal, 10 Pacific Av., Chicago.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

GASOLINE ENGINES, good, second-hand, all sizes and makes; also second-hand steam engines and boilers very cheap. A number of secondhand Fairbanks scales. Western agents for Webster Mfg. Co., Chicago. A. P. Ely & Co., 1110 Douglas St., Omaha, Neb.

**ELEVATORS WANTED.**

ELEVATOR wanted in Illinois. C. O. Matheny & Co., Springfield, Ill.

ELEVATOR wanted; state price, cap. and amt. of business. Lock Box 13, Fowler, Ind.

ELEVATOR wanted. Cheap house, at good grain point where there is not more than two dealers. E. Reichert, Cumberland, Ia.

ELEVATOR wanted in good country town, within 200 miles of Toledo, O. Will lease with option to buy. Address F. L. Smith, Sherwood, Ohio.

ELEVATOR: Wanted to lease elevator in good grain district of Iowa or Illinois. May buy. Give full particulars. Address W. A. Holdren, Thornton, Iowa.

ELEVATOR wanted to buy or lease, in good grain district of Minnesota, North or South Dakota. Give full particulars. Address Box 1007, Fergus Falls, Minn.

ELEVATOR WANTED: Will buy or lease elevator in corn and oats district of Illinois. Must be good grain point. Address B. G., Box 7, Grain Dealers Journal, Chicago, Ill.

**WANTED--MISCELLANEOUS.**

WHEAT CLEANER wanted; second-hand; 3,000 bu. a day. Must be good and cheap. B. F. Cary, Freeport, Kan.

CORNWALL CORN CLEANER wanted, No. 2 or 3. Must be good, cheap. W. W. C., Box 2, Grain Dealers Journal, Chicago.

MANAGER wanted to take charge of country cleaning elevator. C. G., Box 2, care Grain Dealers Journal, 10 Pacific Av., Chicago.

AGENTS to sell our famous Black Zanzibar Anti-Rust Roof Paint, guaranteed to wear five years. Territory protected. Address Commonwealth Oil Co., Cleveland, O.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

**WANTED.**

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 72 W. Washington st., Chicago.

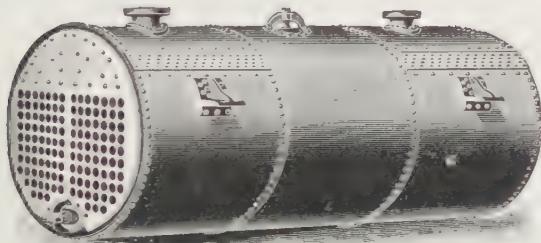
A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

PARTNER wanted, in elevator and corn mill, with good, established flour and feed trade. Want active man with \$8,000 to meet increasing trade. To right party a rare opportunity is offered. Box 505, Station G., Washington, D. C.

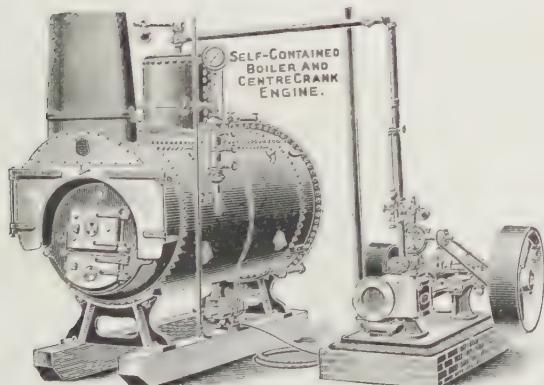
PARTNER wanted with \$2,000 to \$3,000, in good paying grain business, in Southeast. Good opportunity for some man with some experience in grain. Address Southeast, Box 1, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

GASOLINE ENGINES & GRAIN DRIER wanted; four 2-h. p. gasoline engines, reliable make, second-hand, in good condition, guaranteed to give satisfaction; also one grain drier about 50 bushels capacity, for wet wheat, corn and oats, second-hand, in first-class condition, guaranteed satisfactory. H. L. Strong Grain Co., Coffeyville, Kan.

# Complete Power Plants.



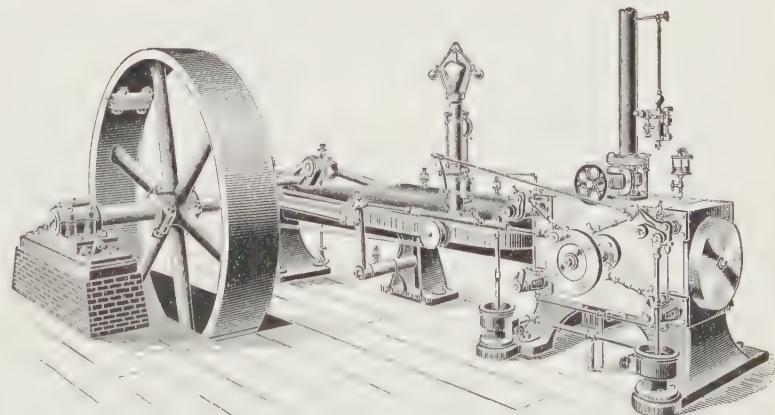
Hgt. Pressure Boiler.



Combined Boiler and Engine.

## High Grade Tubular Boilers.

## First-class Corliss Engines.



Sioux Corliss.

**THE MURRAY IRON WORKS CO.,**  
BURLINGTON, IOWA.

# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

## GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
NORMAN H. CAMP, Attorney for the Company.

Price, Five Cents a Copy: One Dollar Per Year.  
Foreign Subscriptions, \$1.50 per year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JULY 25, 1899.

Rope transmission continues to gain favor with the operators of large elevators.

Some Indiana dealers are accepting much rotten corn. If they succeed in handling such stuff at a profit they will surprise even themselves.

Sprouted wheat can be improved by running it through a cleaner and giving it a thorough blowing. Do not store it in a bin and let it get musty or you will lose heavily when you ship it.

The question naturally arises, has the internal revenue commissioner who promulgated the famous decision in favor of bucket-shops an interest in a number of the illegal institutions?

"The Horseless Age" is the title of a weekly paper published in New York. It is fair to say, however, that its advertising pages are not well patronized by the wholesale feed and grain dealers.

Portable grain loaders seem to be meeting with ready sale among the elevator men of the country. Their adaptability to different uses and their great convenience at once commends them to the trade.

The Federal government is not likely to discontinue its discrimination against the country grain merchants in the collection of war revenue until they rise up as a class and protest vigorously against the taxing of scale tickets and other orders issued to farmers for grain.

If a grain merchant must take out a state license to handle his own grain in his own elevator, in Minnesota in 1899, how soon will it be necessary for him to get permission from the state to wash his windows, go to bed or perform any of the other ordinary things of life?

A Kansas City track buyer amends his bid for wheat with the statement that 3 hard wheat will be applied on contract at one cent per pound dock for

each pound in test weight less than 59 pounds. This is fair and should be influential in inducing country buyers to make similar discounts when grain is bought from farmers.

Many fires occurring in grain elevators recently serve to call attention to the necessity of keeping elevators and their contents fully covered by insurance. It is also advisable to be very careful in the placing of such insurance. Poor companies can afford to furnish insurance at low rates, because they never expect to pay the losses.

Commence the new crop year right. Make a firm determination to be fair with your competitors and make an earnest effort to promote peace and harmony in your local territory. Do not wait for your competitors to come to you, but promptly notify them that you believe in fair profits for all, and propose to make an earnest effort to handle the new crop on a living basis.

The first cost of a poor machine is the smallest. The cost for time lost in making repairs and in vain efforts to prepare grain for market with it, the cost of repairs and the damage done grain by not cleaning it, is often twice the first cost. When buying it will pay the elevator man to stop and consider what he wants a cleaner for, and then get one which will do the work well.

The heavy rains which have fallen recently have damaged much of the wheat which was still in shock. If farmers market this grain when damp or sprouting buyers should discount price considerably. The grain will not bring a good price in central markets and the country elevator men must consider what the wheat is worth, not what the farmer can get from a neighboring competitor.

Shippers who send grain into Mississippi will profit by selecting customers with great care. That state has some laws which seem to have been designed especially to assist the state's grain brokers in getting grain from the shippers outside the state without paying for it. Texas shippers especially have had some very expensive experiences with Mississippi buyers.

A corn shelling and cleaning plant which will do perfect work soon pays for itself, while the sheller which breaks the corn or leaves much on the cobs and the cleaner which fails to remove the dirt and husks continue to extort profits from the grain shipper's pocket long after he has settled with the machine maker. It is much cheaper to buy good machines at the start. They generally require less power, invariably last longer and always do bet-

ter work. The time and money lost in repairs on good machines is always less.

The miller who pays the farmers all he can get for corn and depends upon the cobs for his pay for handling the grain is sure to make trouble for himself and the neighboring dealers. By being reasonable and instilling a little horse sense into his business methods he will be able to get his cobs for nothing and at the same time make a fair profit on the corn handled.

Decide what you can afford to pay for grain and maintain that price. Do not let the farmers sway you from the path of fair profits for a minute. Do not believe the stories about your competitors until they admit their truth to you. Even then you will be much more likely to induce them to reduce prices to a reasonable figure by talking to them than by overbidding them.

The editor of the Toledo Market Report bewails the large crop of corn we seem certain of and deplores the fact that the corn growers in the west must accept a price below cost. If the farmers will insist upon planting large areas to corn they must expect low prices as a rule, but it must be kept in mind that the supply of old corn in the country is not large. A large crop will make business good for the dealers of the corn surplus states.

The Interstate Commerce Commission has finally given a decision in the case of the Grain Shippers' Association of Northwest Iowa against the Illinois Central and other railroads. It favors a slight reduction of rates from Sioux City and adjacent territory, but refuses to make any reparation for past overcharges. Northwestern Iowa grain shippers have for years paid too much freight on grain shipped to market. Their patient toleration of the extortion is truly remarkable.

It is to the credit of the Toledo grain trade that the Produce Exchange has established a check weight bureau for checking the work of the weighmen and reporting the condition of cars. There seems to be no reason why such work should not be conducted by the exchanges in the different markets. That there is need of such check weight bureaus is clearly shown by the many reforms instituted by the check weight bureau established in Kansas City and by the great improvement in weights in that market, and in Chicago since Public Weighmaster Foss has taken charge of the Chicago department. The charge for this service in Toledo is 15 cents a car. It was the intention of the National Association to establish such check weight bureaus in different market centers and charge this fee, but

of course, if through the agitation by the National Association, such check weight bureaus are established by the different commercial exchanges the object will have been accomplished.

The Secretary of the Nebraska Grain Dealers' Association has recently issued a letter to members which again emphasizes his thorough belief in the efficacy of local meetings. It is at the local meetings of state, district or local associations that dealers who come in competition with one another are brought together; acquaintances and friendships are formed, which establish confidence in one another, encourage fair competition and insure fair profits. The local meetings enable the regular dealer to meet the dealers he most needs to meet at small cost of time and traveling expenses.

Another elevator has been destroyed by dust explosion and again emphasized the necessity of keeping grain elevators clean and the air free from dust. The installment of an up-to-date dust collecting system in an elevator will, if properly cared for and operated, keep the elevator clean, the air free from dust and materially reduce the fuel bill. In some new cleaning houses erected during the last year the dust is drawn from the heads and boots of elevators, as well as from many sweep-ups placed on each floor. In at least one house dust is also drawn from top of each bin of the storage department.

Toledo elevators seem to be having more than their share of dust explosions. Yet, these disasters could be avoided by equipping the elevators with complete dust collecting apparatus. The C. H. & D. elevator, recently destroyed, contained something of a dust collecting system, though very incomplete. It has been pronounced by an engineer who makes a specialty of this class of work as being no better than none under some conditions. It would seem that, of all places, Toledo would be the last place where the elevator men would neglect to equip their elevators with complete and perfect dust collecting apparatus.

The National Hay Association, which was organized in Cleveland four years ago, will hold its annual meeting at Detroit, Mich., Aug. 8th, 9th and 10th. The earnest support given this association by the hay dealers of the country speaks volumes for the intelligence of those engaged in the hay business. The Association has a membership of about five hundred. It also has the moral support of the entire trade in that its rules and grades are accepted by the trade. The Association has been a powerful factor in bringing about trade reforms and in improving trade conditions. It

surely merits the earnest support of every regular hay dealer. That its annual meeting will be well attended is certain.

Grain dealers in one section of Indiana are storing wheat free for farmers. The country elevator men can no more afford to furnish storage free than can the city elevator men. His storage costs money and if he cannot sell it to the farmers at a fair price he should use it himself. Surely he can get more than nothing out of it. The elevator men of Minnesota and the Dakotas have no trouble whatever in getting a profitable fee for storing grain, as is shown by the storage receipt published in "Suits and Decisions," this number. The farmers there have been educated to pay one-half cent each fifteen days and do not object to paying it, in fact, they recognize the justice of it and expect to pay it.

Although it is clearly the duty of the carrier to place its cars in good condition, nevertheless the fact that the rail carriers neglect to do this does not relieve the shipper of the duty to place every car in perfect condition to hold grain before he loads it. It is much cheaper to cooper cars carefully and thoroughly than to sue railroad companies for losses resulting from poorly coopered cars. Where cars are heavily loaded with wheat or grain strong boards should be firmly anchored in each side opening, else the shipper is almost certain to suffer loss. It is much cheaper to refuse to accept old, worn-out cars than to load grain into them and suffer losses, which carrier will not repay without a fight in the courts.

The Supreme Court of Washington has recently rendered a decision, which will go far towards relieving the regular merchants of that state of the necessity of competing with peddlers, auctioneers and other irregular shippers who travel about the country picking up business, which rightfully belongs to the regular established merchants who pay taxes and help to establish and support such central markets. The court in a recent decision has maintained the right of corporations to collect license fees from such irregular merchants. The courts of some other states have held likewise. It is fair to the regular merchants who pay taxes to maintain the local government, schools and fire department that the irregular, itinerant merchants should also be required to contribute to the support of these institutions. If the corporation did otherwise it would discriminate directly against the regular merchants upon whose support it must depend for its existence. A number of regular grain dealers have succeeded in having the ordinance drafted

by the Grain Dealers' National Association, which provides for license fees for irregular merchants adopted, and thereby secured relief from transient grain buyers and scoop shovel loaders. The late decision on this point will be received with delight by all such.

Minnesota has more regulations for grain elevator men than all other states combined and the State Supreme Court has recently gone a step farther than it was ever expected it would go and sustained the State Railroad and Warehouse Commission in an effort to compel private elevator men who operate elevators for handling grain which they buy from farmers to take out a license. With all the private elevators in that state licensed and regulated by the state it will be fair to designate it as the home of paternalism. The Supreme Court holds that a private elevator, established for handling grain bought from farmers is of such a public character and sufficiently affected with the public interest that the legislature may require persons operating such warehouses to take out a license.

Shippers who accept card bids should keep the card bearing bids accepted and note carefully the conditions stipulated thereon. Carelessness in this matter has recently made much trouble for the shippers who have never asked anything but what was fair heretofore. The fact that the market difference between old and new corn was one-half cent less on day of arrival than it was on day of sale does not necessarily entitle the shipper to the smaller deduction. If track buyer stipulates on his bid that the market difference between the old and new corn on day of purchase shall rule, then it is fair to both buyer and seller that this difference should govern the parties in making the settlement. A closer reading of the conditions attached to track bids will help the shippers to avoid such difficulties.

Ohio grain elevator owners complain that they are overcharged for their fire insurance. This is due, probably, to two causes. First, because they place most of their risks with high priced stock companies which pay large dividends to the stock-holders. If they would patronize the reliable mutual companies carrying this class of risks they would be able to secure insurance at cost. Another cause for their being charged a high rate for insurance is that they do not make the same effort to reduce the fire hazard of their plants that is made by elevator men in other parts of the country. The elevator man who heeds the suggestions of the traveling inspectors and makes a sincere effort to minimize the opportunities for fire in his plant does not often have

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occasion to complain of the rate he is charged for insurance. Money invested in the reduction of the fire hazard and in facilities for extinguishing fires in their incipiency invariably is a very profitable investment.

It has been some time since any swindling operations of magnitude have been conducted by grain commission firms, yet some continue to advertise references. In the old day when so much grain was consigned without making drafts against it, many shippers were imposed upon by sharpers who traveled about the country harvesting a new crop of suckers each season. The practice of making drafts against shipments and the necessity for every one conducting a receiving and track buying business to have a bank account large enough to pay such drafts promptly, has placed the business in most markets in the hands of responsible parties, who have enough money invested in the business to prompt them to treat shippers fairly. Of course, there is still opportunity for the sharper to gouge the shipper when so disposed.

The frequent disputes among buyers and sellers regarding the amount of grain in a car gives positive evidence of the need of some uniform weight being adopted by the entire trade for the carload where quantity is not specified. The variation of the requirements of the different commercial exchanges only serves to add confusion to the trade. The Central Traffic Association now requires 30,000 pounds to be placed in 34-foot cars in order to get advantage of the carload rate, hence it would be easier to secure the adoption of a uniform rule regarding car loads in its territory than elsewhere. The southwestern trade would, of course, be under the necessity of adopting a different rule because the railroads of Texas and some other districts accept smaller amounts as a carload. This is due in a measure to the fact that their cars are smaller and they are not disposed to encourage overloading.

It would be of greater advantage to the entire trade of the central states if they would adopt a uniform measure for a bushel of corn. The short-sighted farmers in the legislatures of Ohio and Indiana in the hope of legislating cash into the pockets of the corn growers have enacted laws making 68 pounds of corn a bushel. These laws, if enforced, would place the dealers of these states at some inconvenience in that they would have to pay an eighth or a quarter of a cent less than they could afford to pay for a 70 pound bushel. Prices cannot be fixed by legislatures. If the Indiana and Ohio dealers undertook to accept 68 pounds of corn at what they

could afford to pay for 70 pounds, they would soon be bankrupt and the states would be without grain dealers. It would be to the advantage of country buyers if all would adopt a uniform measure in buying, then pay a price they could afford to give for that much grain. Where bushels of different weight are used in neighboring markets it will surely breed trouble, as it is doing in several Indiana districts.

The Kansas Grain Dealers' Association has inaugurated a move which will attract the attention of the entire trade and surely work to the advantage of country shippers if persistently followed up. The Association is striving to secure the establishment of some practice which will assist in fixing the responsibility for losses on grain occurring in transit. The Kansas City elevator men are disposed to work in conjunction with the Association and seem to be disposed to refuse to handle any car which bears evidence of having leaked in transit until such car has been examined by the local railway agent and other parties competent to give evidence that will facilitate the subsequent collection of claims for any shortage which may be found in shipment. This is fair, and, no doubt, will be agreed to readily by the railroad companies. During the last few years, however, the railway companies have not declined to pay for shortages where there was ample evidence to prove that the railroad company was at fault. Losses due to broken cars, loose king bolts and thieves breaking into cars while in yards have readily been made good by carriers where evidence was sufficient to prove it to be to blame.

Hot corn has caused the trade much trouble since the harvesting of the last crop and the unusual amount of damp weather during recent months has served to increase the trouble and irritation. An Iowa shipper, whose experience seems to be a repetition of other shippers' trouble with hot corn, shipped six cars of corn to a Chicago track buyer June 16th. It was inspected on the Rock Island Road June 19th "3 corn." Thirteen days later it was refused at the Chicago firm's elevator, but when the supervising inspector changed the grade to "4" it was willingly accepted by the elevator operator. Track buyers who buy on the basis of Chicago inspection should be required to settle according to grade given the grain upon arrival, not two weeks or four months after arrival. Be fair to the shipper. If this practice is tolerated in any market it will be to the advantage of unscrupulous buyers to detain corn on track as long as possible in that it may get slightly out of condition, and that the buyer will be able to secure re-in-

spection and settle with the shipper on the basis of the lower grade. No firm which indulges in such practice can hope long to retain the trade of the shippers. The news of such trickery will soon spread and bids will be declined.

### THE NEW BELT ELEVATOR AT CHICAGO.

On August 1, the grain commission firm of Rosenbaum Bros. will celebrate the twenty-fifth anniversary of its starting in business in Chicago. As a fitting climax of its quarter century in the grain business in Chicago the firm has emphasized its success by building the largest, best equipped and most conveniently arranged inland elevator for cleaning and storing grain that is to be found in Chicago. In order to accept the somewhat changed conditions of trade the firm has organized the Belt Elevator Company, to operate the new million and a quarter bushel Belt Elevator at 87th street and the Belt Railway, Chicago. The firm will make this department of its business second only to its receiving or rather consignment business, which will continue to be conducted under the same able management as it has been, and will be the leading feature of the firm's business.

As was to be expected the new elevator is modern in every respect and its equipment is right up-to-date. The elevator contains many storage bins besides the cleaning department and the five large steel storage tanks provide over half a million bushels additional storage.

The elevator proper is built of 2x8 and 2x6 cribbing, with a brick veneer extending up to the roof. The four working stories above are of frame, covered with sheet iron. The main part of the building is 200 ft. long by 70 ft. wide and 70 ft. high. The working part of the elevator occupies 84 ft. of the end of the elevator next to the engine room, in addition to the upper stories. The dimension of the upper stories are 84 ft. by 60 ft. by 60 ft. high. This is an unusual width for the upper part of an elevator.

When the plant was first put into operation a space of 100 feet was left between the end of the storage elevator and the steel tanks. Additional storage is now being added to the elevator proper to occupy this space. It will be built similar to the other storage part of the elevator. The cribbing is now being laid and a brick veneer will encase the 32 bins of the new storage part. The end wall of the storage part first erected will be used as a fire wall to separate the two divisions of the storage elevator. A fire wall also separates the cleaning department from the storage part of the elevator.

On each side of the building is a track running the entire length of the plant. In addition to the private tracks, those of the Chicago Belt Railway and the inspection tracks are close at hand, so that ample trackage is provided and a bountiful supply of cars is always at hand. A large size Weller Car Fuller is provided for drawing cars on either side of the house. The tracks on each side of the elevator are protected by a sheet-iron shed. In the floor of each are two receiving sinks. On each side of the house are two shipping spouts with bifurcated nozzles attached. Each side of

the working part of the house is an exact duplicate of the other and on each side are three elevator legs of large capacity.

The Monitor Clippers and Cleaners with which the house is equipped are all on the first floor and accessible. The dust and dirt from the clippers and cleaners is sent to Day Dust Collectors, with which the house is completely equipped. At the south end of the plant next to the office is a shaft occupied by a staircase and a passenger elevator. At each floor an iron covered trap door is provided which closes automatically after the elevator and is designed to prevent the spreading of fire from floor to floor.

In the top story of the working part, just under the cone of the roof, is a large double fan which keeps the air free from dust. The dust piping is so arranged that dust is drawn from the six elevator heads and by means of sweep-ups dirt and dust is removed from the floor. In addition to one Day Dust Collector and two 4,500 gallon steel pressure tanks on this floor is the line shaft, from which each head is driven by a separate rope drive, a tension carriage being provided to take up the slack of each drive.

On the next floor below are four garners and a number of sweep-ups. Below the garner floor is the scale floor, where is provided an office for the weighman and four 65,000 pounds Fairbanks' Hopper Scales. On the distributing floor below the scale floor are four Skillin & Richards Trolley Spouts, each of which reaches one-fourth of the bins in the working part and two Skillin & Richards Telescoping Spouts which can reach one-half the bins in the house.

The cleaning part of the elevator has many small bins giving an aggregate storage capacity of 200,000 bushels. A 36-inch rubber belt conveyor encircles the bins in this part of the building. It runs above and below the bins in such a way as to carry grain lengthwise of the building and deliver it to another conveyor belt of the same character in the storage part or to any of the elevator boots in the cleaning department.

The storage part of the elevator, which has larger bins, has a storage capacity of 350,000 bushels. This will be almost doubled when the addition now being erected is completed. Running above and below the storage part proper and out over the steel tanks and bins of the storage part, back up to the conveyor gallery, is a 36-inch rubber belt conveyor. In the conveyor gallery, which is on a level with the distributing floor, is a Dodge Three-Way Tripper, which diverts grain to any of the bins or tanks in the storage department. The openings to the bins in the storage department are covered with gratings for the purpose of ventilating the bins.

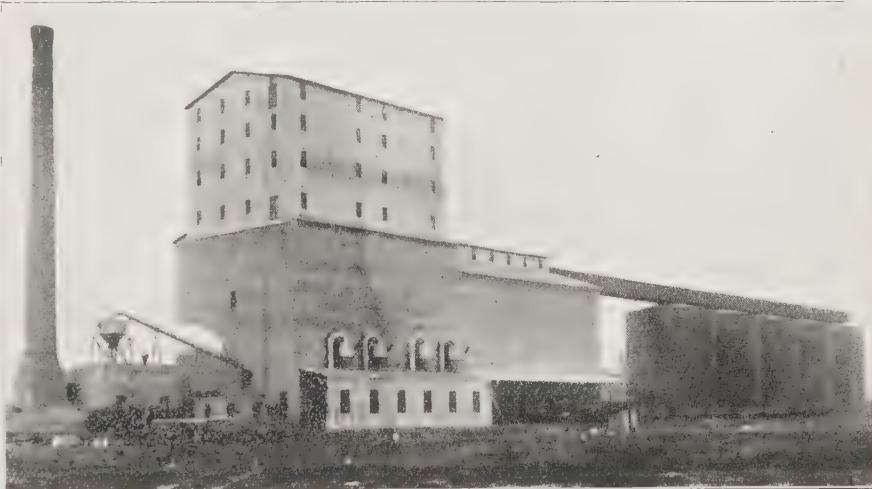
The five steel storage tanks beyond the storage part of the elevator have an aggregate capacity of 550,000 bushels. Each tank is 51 feet in diameter and 66 feet high. Each is formed by rings of sheet steel bolted together, varying in thickness from 3-8 inch at bottom to 3-16 inch at top. None of the tanks are divided into compartments. In the side, near the bottom of each, and in the roof, is a 20-inch manhole. Each tank is air tight. The bottom is flat and the delivery of the

grain is through five 8x10 inch nozzles, each of which is 13 5-16 inches deep. In each of the nozzles is a slide which will permit the closing and opening of the outlets. The roof covering is of steel 1-8 inch thick. It is supported by steel braces and the center is 5 feet higher than the circumference. The belt gallery above is 12 feet wide, of iron and steel construction, being encased by corrugated iron. Underneath the tanks is a cemented tunnel 5 feet 2 inches wide and 6 feet high. The plant is in charge of foreman M. McCann.

No expense has been spared to provide apparatus for extinguishing fires in their incipiency, and to minimize the fire hazard. Fire extinguishers as well as barrels of water are placed at intervals about the building. A 6-inch standpipe runs up to the top of the plant and a reel of hose is attached to it on each floor. Dust and dirt sweep-ups are placed at frequent intervals throughout the house to facilitate the removal of dirt, screenings and dust, encourage workmen to keep the plant

The water supply is ample. Besides having connection with the city water mains, a large cistern of 80,000 barrels capacity is located just outside the engine room. The cistern is constructed with two thicknesses of brick with a layer of cement between. The interior is lined with asphalt. A Deane Underwriter Pump with 1,000 gallons capacity per minute supplies water to the stand-pipe and to the tanks in the top of the building.

The engine and boiler occupy a one-story brick structure built about eight feet from the elevator proper. The engine-room, which is in charge of engineer Peter Muller, contains a 350-horse-power Standard Sioux Corliss engine, made by The Murray Iron Works Co., of Burlington, Ia. Power is transmitted from its 16-foot fly-wheel to an 8-foot main drive pulley by means of 14 strands of 1½-inch rope. The shaft of the main drive pulley extends through the walls of the engine room and elevator, and power is transmitted from it to a line shaft in cupola by means of



The New Belt Elevator at Chicago.

clean, and thereby reduce the opportunities for dust explosions. The plant is also equipped with U. T. D. Automatic Sprinklers, 1,400 heads having been placed in the plant and 350 additional heads will be placed in the new part. The automatic sprinkler equipment is made up of three dry pipe systems, each independent of the others. Each system is provided with an automatic shut-off alarm, so that it will ring a bell in the engine room and in the part of the house, it occupies simultaneously upon anything getting out of order. A similar alarm is placed on the water supply pipes of each system. The dry pipe valves of this system are so arranged that they can be tested in winter without letting water into or air out of the pipes. Broad claims of unusual advantages are made for the automatic dry pipe valves and the automatic equalizing valves of this system. An air compressor in the engine room is used in connection with the sprinkler system. In the engine room are also three Columbia pressure recording gauges and six pressure gauges showing pressure in different divisions of the automatic sprinkler equipment. Each gauge is equipped with an automatic alarm, so that when the air pressure falls below 30 pounds a bell is sounded and the engineer warned.

a rope drive. A 30-horse-power engine is used for running a 250-light Westinghouse dynamo. A marble switch-board with main switch and four branches also adorns the engine room.

The boiler room is separated from the engine room by a heavy brick wall. The boiler room contains two tubular boilers 6x18 feet long, made by The Murray Iron Works Co. Also a feed water heater and a feed water pump. The coal sheds adjoining are built beside a short side track. It is a credit to the dust collecting system that it collects so much refuse as to provide sufficient fuel at times to run the plant without the need of any coal.

Beside the engine room is a well lighted office heated by steam and lighted by electricity. It contains, in addition to book-keeper's desk, a long distance telephone and a railroad telephone, so that cars can be quickly obtained from the Belt Railway Company's yards near at hand. In the office are also testing tables and lockers for clothes.

The location of the plant is very advantageous in that the Belt Railroad, on which it is located, has direct connections with every road entering Chicago, hence cars can be taken to and from the elevator with dispatch and without paying switching charges. The

very fact that the Belt Elevator Company has found it necessary to build an addition to its storage part so soon after the completion of the elevator goes to show that the plant has proved a profitable investment.

## LETTERS FROM THE TRADE

### STILL FAVERS CHECK BUREAUS.

Grain Dealers Journal: I am still decidedly in favor of establishing check weight bureaus. However, I realize it would hardly be practical to establish bureaus until we have a larger number of shippers pledged to support the same. The response to the circular issued and mailed to the shippers over the country was not what I expected, as only a small per cent of the shippers answered the same, although all who did reply were in favor of it and would support such a scheme.

in getting these contracts printed in large lots, I will say that I am now furnishing many of the dealers throughout the state, 100 of these contracts padded and with carbon paper for duplicating, at the cost of printing and postage. Any who would prefer to have them in this way, can by sending me 35 cents receive a pad of 100 of these contracts, and it will not be necessary for them to be burdened with a large supply. This, I believe, is much cheaper than they can be printed for in 100 lots in the country.

Many of the dealers are using these contracts today and from the manner in which they are being taken hold of think it will not be long before practically every dealer in the state will be using them.—A. H. Bewsher, Secretary Nebraska Grain Dealers' Association, Omaha, Neb.

### FARMERS ARE SELLING.

Grain Dealers Journal: As to grain, we have just finished harvesting and threshing the major portion of this sea-

paratively speaking, during the year, and the price during the harvest is about the same as it has been during the entire year, then farmers are very quick to sell.

This I think is the secret of the large receipts and large receipts naturally tend to low prices for the time being. H. S. Grimes, Portsmouth, O.

### DIFFICULTIES OF SELLING ON TRACK.

Grain Dealers Journal: We, at this point, are not bothered and annoyed with our business at this end, so much as we are at the other end with short weights, unfair grading, and exorbitant and unjust discounts on grain that fails to come up to contract grade when sold on track.

I notice that in March a movement was on foot to establish a check weight bureau. Has it been established, and how is it working? I will join the Grain Dealers' National Association if it establishes this check weight bureau, and in addition or in connection with it a bureau on inspection and settling of discounts on grain that misses grade.

We find it desirable to sell mostly on track, and find the system of inspection is rotten. When the market goes against the track buyer a large part of the grain fails to grade and the discount is then exorbitant. Just why a falling market should cause grain to grade poor is only accounted for by the fact that the track buyers influence the inspectors.

This bureau would not need to bother with all grain shipped, only that which missed grade. This bureau could be notified by the receiver or track buyer of each car that missed grade. The bureau should examine the car, and if advisable call the appeal board, and if not advisable report to shipper the actual condition of the grain. We would feel better satisfied if we had a representative at the grain centers.

When we consign the commission people look after our interest, but when we sell track every one at that end is against our interest. But the consigning is a thing of the past in the west, and we dealers must arrange to get our weights and then sell track. As stated before I will be glad to join the G. D. N. A. when they put a man in Chicago to look after our interests. W. E. Bomberger, Gowrie, Ia.

### SHORTAGES—THEIR CAUSES: CINCINNATI WEIGHING SYSTEM.

Grain Dealers Journal: Although the firm with which I am connected is not directly interested in the correspondence of Messrs. Ulrich & Sons, of Springfield, Ill., regarding shortages in weights, and the direct charge by someone who signs himself "Justice," that one of our oldest and most reputable firms is not honest in the returns, I am interested in the reputation of this market, in the honesty of our merchants, and in the honesty and ability of our weighers, who are appointed by the directors of the Cincinnati Chamber of Commerce, and who are under bond for the faithful performance of their duties.

I started in the grain business here twenty years ago when a little over eleven years of age as messenger boy, and during this time I have been through all the departments of the business, serving at different times as

1. ....	..... Nebr.
..... or.....	do hereby sell and agree to deliver to
elevator at..... station, in.....	agent, at.....
between the..... day of.....	County, State of Nebraska,
..... 189.., ..... bushels of good, dry, merchantable.....	and the ..... day of
for which I am to receive..... cents per bushel; said.....	being now in my possession
and free from incumbrance, and is situated on the .....	in the
County of..... State of Nebraska. I do furthermore acknowledge receipt of	
..... Dollars as part payment on this sale and confirm the contract as above made.	
Witness my hand this..... day of..... 189..	
Witness:	
.....	

FORM OF CONTRACT USED BY NEBRASKA DEALERS.

I cannot but think the small number of replies is more the result of negligence on the part of shippers than that they would refuse to pay the 15 cents per car. I have talked to a number of shippers, who no doubt received the circular, but did not reply, and yet in every instance did they apparently approve of it. N. S. Beale, chairman Committee on Shortages, Tama, Ia.

### FORM OF CONTRACT USED BY NEBRASKA DEALERS.

Grain Dealers Journal: At the annual meeting of this association it was decided that the members would as far as consistent insist upon written contracts on grain purchased for future delivery from farmers. This matter has been taken up at the division meetings held, and some have expressed a desire for the Association to adopt a form that would suit the trade and would be uniform in its wording.

Pursuant to this request, I have drafted the form of contract shown herewith. I would urge each and every dealer who is not taking contracts at this time to assist his neighbor in doing so by insisting upon the farmer signing this paper when he sells him any amount of stuff for future delivery. For those whose contracts are not numerous enough to justify them

son's wheat, and I am very sorry I cannot expatiate upon the good and liberal yield that we had anticipated, for while we considered six weeks ago that we had the best prospect in Ohio, we found out that we had very much over-estimated our crop. In many places where there were anticipations of at least 25 bushels per acre, it threshed out ten or twelve, and while we did have some good fields, they are few and far between.

With this condition of affairs staring us in the face, in fact you might say all over the United States, it strikes me that dealers would do well to hold what wheat they are buying, as there cannot help but be a very excellent margin to them in the very near future. The continued depression of the first week in the wheat harvest is caused in my opinion by no over-abundance of this cereal being raised this year, but by the price being about what it was during the entire year even after harvest, which leads farmers to believe, looking back to the past year, that it is better to sell. As a consequence there are twice as many sales made from the thresher, or three times as many, as there was this time last year.

It has been my observation in twenty odd years' experience in the grain business, when we have low prices, com-

weigher, private inspector, assistant superintendent at one of the largest elevators here, traveling grain buyers, and for nine years junior partner of this gentleman for whom I started to work in 1879, so I think I am in position to talk intelligently on the matter referred to.

The Cincinnati market is not alone the basis of complaint from shippers regarding alleged shortage in weights, Chicago, St. Louis, Kansas City, Louisville, in fact all markets come in for their share as anyone who attends the meetings of the several state grain associations can testify. Why is it that the larger markets are always held accountable for any differences that occur between the shipper's weights and the out-turn? Admitting that the weigher at destination, being only human, is liable to make a mistake, can it be that the country shipper or weigher is the acme of correctness? Is he the fellow that never makes mistakes? In my opinion, the chances of an error are much greater (with, of course, a few exceptions) at the shipping point than at the place of destination, for the reason that a large percentage of country shipments are loaded directly from the farmers' wagons to cars without being put through elevators or hopper scales. We all know how easy it is for the farmer to misinterpret the instructions of the weigher and unload into the wrong car, the shipper of course charging the load up to the car which it was really intended for, being entirely ignorant of the mistake that was made. When the account sales for the car come in short, there is a howl about "rotten weights" at the market which it happened to be shipped to. This is a very common occurrence and one which the shipper should use every endeavor to avoid.

Now there is the item of loading leaky cars, and also poor cooperage. On July 5th, at Toledo, there was received sixty cars of wheat, and according to the elevator's report twenty of them had leaky grain doors. How can shippers expect their weights to hold out when their shipments are made in this careless manner? Just so long as the shippers will allow the railroad companies to jolly them into loading leaky cars, and will not see that their shipments are securely coopered, just so long will grain be scattered along the railroad tracks for the doves and rabbits to eat and kicks be made about short weights.

Do any of the commission men ever hear anything about overruns? Very rarely. Only last week we had complaint from one of our shippers from whom we bought 10,000 bushels of corn, and which he shipped in nine cars, that two cars, according to his returns were 23 bushels and 52 pounds short. We investigated the matter, and on figuring the total returns sent to him about the same time, found the other seven cars for which he received account sales, overran his invoice weights 23 bushels and 17 pounds, making a shortage on the shipment of nine cars of but 35 pounds. Now, the error in weighing or invoicing was certainly made at the shipping point. If we had received only the two cars, and some other market the other seven, the weighers here would have been accused of not weighing correctly and the shipper would think we were all robbers at this place. Mistakes will happen in the country as well as in the larger cities and market centers, and shippers should bear this in mind.

The weighing system in Cincinnati is

about as perfect as it is possible to make it. We have competent men under bond for weighers, who are not interested in any other business but weighing, and are under the supervision of the weighing committee, which is composed of five grain receivers and shippers who are appointed by the directors of the Cincinnati Chamber of Commerce. The city sealer looks after the correctness of the scales.

Now, as for Mr. "Justice." In the first place, I do not believe that that letter ever originated from Cincinnati, although my friend Ulrich no doubt received it from here. But no matter where he belongs or where he comes from, I will wager he is a "short-skate" of the first water; one of those jealous fellows who stand around with his hands in his pockets, wondering how it is that other people around him are doing business. If he would wake up and quit putting in his time attending to other people's business and get out and hustle like others do he would find (if he has any ability at all, which I doubt) that grain men, even in Cincinnati, can do business, do it honestly and make a living out of it. If this fellow "Justice" has credit enough to buy or sell a few cars of grain, why don't he make a trade himself with some of the "dishonest" merchants here, catch them in their game, bring them before the directors of the Cincinnati Chamber of Commerce and have them expelled. It seems to me this would be the proper course for anyone to pursue who was not afraid to show his face, but what can you expect from a fellow who sends anonymous communications; certainly not much. Very truly, W. R. McQuillan, with the Union Grain & Hay Co., Cincinnati, O.

## ASKED AND ANSWERED

### RIGHT TO REINSPECT AFTER SIX DAYS.

Has the \_\_\_\_\_ Co. a right to contract grain for Chicago inspection, have it re-inspected six days after arrival, at their own elevator, lower the grade from No. 3 corn to no grade and charge us the difference? We had two cars served this way when the weather was bad; both graded No. 3 corn on arrival. They kept them six days and then reinspected, one going No. 4 and the other no grade. We think this is an injustice, and would like to have the opinion of other dealers. Snapp, Reid & Co., Carson, Ia.

### CAN TOWN COMPEL USE OF SCALES?

Mr. W. H. Booher, of Danbury, Iowa, wants to know whether or not the town council has the legal right to put in public scales and compel the farmers to weigh all their produce upon them and charge for such weighing. Where the Legislature of the state gives this right, such an ordinance passed by the town council is valid and binding. This has been so held in the case of Davis vs. the town of Anita, 73 Iowa, 325. As to the advisability of such ordinances there is considerable dispute. The employment of an inspector to see that the scales employed by the merchants are correct, ought to and generally does, accomplish the purpose intended by the building of such scales. The appointment of public weighers

and the building of public scales can be lawfully done by the town council in the exercise of its police power, and a reasonable charge can be made for weighing each load of grain upon such scales. Whether or not the farmer has the right to weigh his grain upon private scales, providing the buyer is willing to take such weights, depends upon the wording of the ordinance. The town council has the power, however, to make it illegal for grain to be weighed upon private scales when the grain is being sold.

### SHOULD BUYER FURNISH BILLING?

In reply to the inquiry of A. E. Hartley, of Goodland, Indiana, will say that it is customary for the buyer of grain and hay to designate the place of delivery at the time the contract is made. Where, as in the case cited, the hay was to be delivered at any time during September, the seller should have held himself in readiness to have shipped it at any time during that month, upon receiving billing instructions. Inasmuch, however, as no billing instructions were given, though requested, during that month, we think the fact that the seller sold the hay before the end of September should not prevent him from recovering from the buyer the difference between the market price of the hay upon the last day of the month and the contract price.

### BOOKS RECEIVED.

BRAZING BY IMMERSION is title of an interesting pamphlet recently issued by the Joseph Dixon Crucible Co., Jersey City, N. J. This article was originally printed in the Cycle Age, is profusely illustrated, and explains fully the method employed in brazing by immersion.

RECORD OF CARS SHIPPED is the title of a book designed for the use of country grain shippers to keep a record of all cars of grain shipped. This book is 9½ by 12 inches and has space for records of about 2,500 cars. The leaves are made of ledger paper ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price amount, freight, other charges, and remarks. It is well bound in strong board covers, with leather back and corners. This book is known as No. 385 and is manufactured by the Hall & Paige Co., Cresco, Ia. Price \$1.50.

AGRICULTURAL STATISTICS is the title of a reprint from the year book of the Department of Agriculture for 1898 relating to grain, cotton, sugar, etc., in the United States. It gives the acreage, production and value of the principal farm crops in the United States from 1866 to 1898 and the disposition of the various crops for 1898.

A. B. C. TELEGRAPHIC CODE is the title of an international cipher code which until recently has been published in Great Britain exclusively. But now there is an American edition, an exact duplicate of the English book. It is sold for much less money. This code is the best established and widest known of any on the market. It is used more extensively in international trade than all others. It contains a dictionary of sentences which are especially adapted to meet the general require-

ments of financiers, merchants, grain dealers, ship owners, brokers, etc. The code is simple, as every sentence is identified with and represented by a single code word, thus the economy of using this code can be seen at a glance. Frequently a code word represents a complete message. With this code absolute secrecy of any message between two persons can be maintained, for every code word has a code number. All that is necessary is for the two persons to choose any ten different letters of the alphabet to represent the digits, then when the message has been coded, to substitute the letters which will represent the code number for the code word. This code is well printed on book paper and bound in cloth. A rubber stamp "A. B. C. Code Used" is given with each book for use in stamping stationery. The American edition is published by The American Code Publishing Co., 83 Nassau St., N. Y. Price \$5.00 net.

## SUITS AND DECISIONS

Judge Dickinson decided at Omaha, Neb., July 10, that a membership in a live stock exchange is not liable to sale on execution and can only be levied on through a proceeding in the equity courts.

Suit for breach of contract in the non-delivery of five cars of corn, was brought by the Western Grain Co., of Wichita, against the Wichita Mill & Elevator Co., at Wichita, Kan. Judgment for \$175 was asked, but the court decided in favor of defendants.

Charles F. Orthwein & Sons, grain exporters of St. Louis, have brought suit against the Galveston Wharf Co., Galveston, Tex., for \$13.05 for wharfage claimed to have been collected in violation of a contract. Orthwein & Sons were lessees of the wharf company's elevator "B."

A Massachusetts court has decided that the last common carrier to handle a shipment of merchandise that has been damaged in transit is accountable to the owner for compensation. The decision was the result of a damage suit involving amends for injury to a shipment that had been successively handled by three railroad companies, each of which disclaimed responsibility for the damage. The court held that it is fair to presume that the damage was done while the goods were in possession of the last carrier. When such is not the case the employees of the last carrier are guilty of carelessness in accepting the shipment in a damaged condition.

In the suit of the Minnesota State Railroad Commission, heard at the April Term of the Supreme Court, Judge Canty has decided in favor of the state and against the W. W. Cargill Co., respondent. The syllabus is: The defendant operates a grain warehouse in a village in this state in which no grain is stored but defendant's own, which it purchased of the farmers at the warehouse where the grain is so delivered and where it is weighed and graded by defendant on his own scales and with his own appliances. Held, the business as carried on is of such a public character and sufficiently affected with the public interest that the legislature may require persons operating such a warehouse to take out a license therefor as provided in chapter 148, General Laws 1895. Judgment reversed and a new trial granted.

### ELEVATOR MEN CANNOT SHIP STORED WHEAT.

State of Minnesota.      Supreme Court, April Term, A. D. 1899. No. 17.	Respondent, vs. Alfred J. Barry, Appellant.	Opinion.
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It is conceded by each party to this action that the defendant was indicted and convicted under subdivision two of the General Statutes of 1894, Section 6709, being same as Section 415 of the Penal Code. The indictment is as follows:

Alfred J. Barry is accused by the grand jury of the County of Meeker, in the State of Minnesota, by this indictment of the crime of grand larceny in the first degree, committed as follows:

The said Alfred J. Barry, on the 26th day of December, in the year 1896, at the town of Litchfield, in the County of Meeker, in the State of Minnesota, then and there having in his custody and control and possession as bailee of Nels M. Pearson, ten hundred seventy-seven and 40.60 bushels of wheat, of the value of six hundred forty-seven 60-100 dollars, did then and there, with the intent to defraud the owner of said wheat, and with the intent to deprive the true owner of said wheat of the same, wilfully, wrongfully, unlawfully and feloniously appropriated the whole of said wheat to his own use, the said Nels M. Pearson being then and there the true owner of said wheat. Contrary to the form of the statute in such case made and provided and against the peace and dignity of the State of Minnesota.

Dated at Litchfield, in said County of Meeker, this 27th day of January, A. D. 1897.

W. M. ABBOTT,

Foreman of the Grand Jury.

Section 6709 of the statute under which the indictment was found reads as follows:

A person who, with the intent to deprive or defraud the true owner of his property or of the use or benefit thereof, or to appropriate the same to the use of the taker or any other person, \* \* \* having in his possession, custody or control, as bailee, servant, attorney, agent, clerk, trustee or officer of any person, association or corporation, or as a public officer, or as a person authorized by agreement or competent authority to hold or take such possession, custody or control, any money, property, evidence of debt or contract, article of value of any nature, or thing in action or possession, appropriates the same to his own use or that of any other person other than the true owner or person entitled to the benefit thereof, steals such property and is guilty of larceny.

During the years 1895 and 1896 the defendant operated a grain elevator at Litchfield in this state which was situated upon the right of way of the Great Northern Railway Company. On the 31st day of October, 1895, one N. M. Pierson deposited in the defendant's said elevator 1,077.40 bushels of No. 10 wheat and the defendant there issued to Pierson the following receipt:

Farmers' & Merchants' Elevator.

No. 546.

Litchfield, Minn., Oct. 31, 1895.

Received in store of N. M. Pierson, ten hundred and seventy-seven 40 net bushels No. 10 wheat.

Which amount and same quality by grade will be delivered to the owner of this receipt, or his order, as provided by law and the rules of the Railroad and Warehouse Commission of Minnesota, upon surrender thereof and payment of lawful charges.

The established maximum rates and charges for receiving grain, insuring, handling and storing same fifteen days and delivering is two cents per bushel.

Storage after the first fifteen days, one-half cent per bushel for each fifteen days or part thereof, for the first three months; after the first three months, one-half cent per bushel for each thirty days or part thereof; if grain is cleaned at owner's request, one-half cent extra per bushel.

This grain is insured for benefit of the owner.  
1,095 bushels, 55 lbs. gross. A. J. Barry, lessee.

18 bushels, 50 lbs. dockage. By A. J. Barry, agent.  
1,077 bushels, 40 lbs. net. Grade No. 10.

After the issuing of the receipt and before the time of finding the indictment the defendant shipped out of the elevator all of the wheat which Pierson had deposited there, and the evidence would have justified the jury in finding that the defendant had sold it.

Pierson demanded this wheat of the defendant, but he said that he had shipped it out of the elevator and sold it and could not tell where the money had gone and that he had no money to pay for it. It was a controverted question on the trial whether Pierson at the time he took the wheat to the elevator authorized the defendant to ship it out, and whether Pierson then said to defendant that he did not care what became of the wheat, only that when he demanded his money, he could get eight cents per bushel below the Minneapolis price, and whether the defendant was authorized by Pierson to do what he pleased with the wheat. The jury by their verdict must have found that no such agreement was made between the parties and no such authority was conferred by Pierson upon Barry. The question then arises as to the construction to be placed upon this written instrument, dated October 31, 1895, issued by Barry to Pierson, acknowledging the receipt of the grain and agreeing to compensate Pierson therefor. Under General Statutes 1894, Sec. 7645, if this contract is a bailment and not a sale, no matter whether the grain is mingled by the bailee with the grain of other persons or not.

General Statutes 1894, Sec. 7650, provides that:

No person receiving or holding grain in store shall sell or otherwise dispose of or deliver out of the storehouse or warehouse where such grain is so held or stored, the same without the express authority of the owner of such grain and the return of the receipt given for the same.

This last section was not repealed by Penal Code, Sec. 415. State v. Rieger, 59 Minn., 151.

We do not think that said section of the Penal Code was repealed by Chapter 148 of the General Laws of 1895 so far as bailments of grain in public warehouses are concerned. It certainly does not repeal in its terms, and as the cast are not inconsistent nor repugnant a repeal by implication should not be permitted.

Now if the receipt of the grain under the contract in question is a bailment it was the duty of the defendant upon the demand of the bailor to deliver to him an equal amount of wheat and of the same quality by grade as defendant had received of the bailor mentioned in the receipt or contract, viz., 1,077.40 bushels. This he did not do, but shipped it out of the warehouse and sold it.

The case of the State v. Rieger, 59 Minn., 151, is cited to show that the transaction herein was a bailment and not a sale. The receipt in that case contained many provisions similar to this one, but the one upon which the controversy arose was as follows:

The conditions on which this wheat is received at this elevator are that J. H. Rieger has the option either to deliver the grade of wheat that this ticket calls for or to pay the bearer the market price in money for the same, less elevator charges, on surrender of this ticket.

And this court held that all it amounted to was an option on the part of the defendant that when the receipt was presented to pay the market price of the grain in specie, and that this option he

could only exercise when the receipt was presented and by paying the money.

It never contemplated that he might keep the wheat as his own without first paying for it. If he elected to buy, it was to be a purchase for cash and not on credit.

The case at bar is much stronger against the defendant than the case against Rieger. He had an opportunity to buy, if he paid cash, on the return of the receipt. Barry had no such right and when the receipt was presented to him it was his duty to deliver to Pierson the same amount and same quality of grade of wheat as he, Barry, had received or else to deliver the same wheat to Pierson. It cannot be held that under the terms of the contract the parties contemplated that Barry might sell said stored grain without the express authority of the owner and return of the receipt, nor that he might ship out the same without keeping on hand the full amount of grain of the kind and grade which Pierson had stored in said elevator, and to be delivered to Pierson upon demand and return of the receipt as provided by General Statutes 1894, Section 7647. The contract also contained a clause that the grain was to be insured for the benefit of the owner, and it cannot be doubted but that this referred to Pierson as the owner and not to Barry. If the grain was cleaned at owner's request, one-half cent extra per bushel was to be paid therefor. The maximum rates and charges for receiving grain, insuring, handling and storing same for fifteen days and delivery was two cents per bushel and a less rate for a greater number of days. These facts tend to strengthen the theory that the parties contemplated by the terms of the contract that it was a bailment and not a sale of the grain. The defendant contends that a variance exists between the indictment and the evidence, for the reason that the contract in question contemplated a mingling of the wheat, that is, a mingling of Pierson's wheat and that of others, and that the same must be described in the indictment as a mass owned in common by Pierson with others. We need not enter upon any discussion of this question, for no such fact appears in the record. The claim is mere guess work, as will appear by a careful examination of the evidence, and it need not be considered. The further points made by the defendant that the indictment is insufficient in this that he charges that he committed the offense as bailee without setting out the particular facts constituting the bailment and that there is no direct, positive allegation that the defendant was the bailee of N. M. Pierson, the complaining witness.

The indictment charges that at the time of the larceny of the wheat, Pierson was the true owner of the wheat, that the defendant had it in his custody, control and possession as bailee of Pierson; that while having the wheat, viz., 1,077.40 bushels in his custody, control and possession as bailee, Barry was intent to defraud the owner of said wheat and deprive Pierson of the same, wilfully, wrongfully and unlawfully and feloniously appropriated the said wheat of the value of \$647.60 to his own use. Here we have the averment of ownership, bailment, agency, employment, description of property, value and felonious appropriation thereof to his own use, with the intent to defraud and the time and place stated with certainty. What more was necessary to convey to

the defendant complete notice of the offense with which he was charged, and to enable him to prepare for his trial upon the allegations in the indictment? We should be loth to compel a person charged with a criminal offense to go to trial under any indictment which would prove to be a snare or mislead him to his injury, for human life and human liberty are too dear to be the subjects of uncertain, insufficient or improper allegations in an indictment, but the frequent attempts to hinder the speedy prosecution of criminals by raising trivial and technical objections, to their prosecution is a source of great annoyance and irritation to our law abiding citizens, if not full of danger to the state in which we live. Under this indictment the defendant is informed of the nature and cause of the accusation against him and if acquitted of the offense charged, he could not again be put in jeopardy of punishment for the same offense. The offense charged is that of grand larceny in the first degree under the statute and the defendant is accused of having committed this offense when acting in relation to the property of Pierson in a fiduciary capacity, and whose property he had wrongfully converted to his own use in a manner made felonious by the statute. This is the gravamen of the charge, and it is distinctly alleged in the indictment, but the allegations need not be extended beyond the statutory terms, although those terms must be so far pursued as to identify the statute and comprehend the offense in full. The bailment must be averred, but on principle the particulars of it need not be averred because it is a matter of inducement and the general allegation will suffice.

Bishop on Statutory Crimes, Sec. 422.

Nor was it necessary to charge how Pierson became the owner of the property, as the allegation that he was the owner covered all necessary facts in this respect as much so as if the indictment had alleged how and when he became such owner. And the same may be said as to the charge that Pierson was the bailee of Barry.

As we hold that said Section 415 of the Penal Code is in full force an indictment properly drawn under it for grand larceny in the first degree and a conviction therefor is punishable under the statute. It may be said that the defendant might have been indicted, convicted and punished under another section of the statute for this identical offense, but the fact would not of itself render this indictment invalid. The section under which it is conceded that the defendant was indicted covers cases where the offense consists of a bailee violating his trust by feloniously converting to his own use property of the owner which the bailee holds in a fiduciary capacity.

Where there are two legislative enactments under each of which an indictment may be found against a person for the same offense, neither law is thereby unconstitutional or invalid, but a conviction and punishment under one act would be a bar to such proceedings under the other law for the same offense. We are of the opinion that the indictment states facts sufficient to constitute the offense of grand larceny in the first degree under the Penal Code, Section 415, Sub. 2, State v. Cummings, 54 Minn., 359.

Judgment and order affirmed.

BUCK, J.

## A PITTSBURG CERTIFICATE OF WEIGHT.

We received recently a certificate of weight of a carload of oats shipped to Pittsburg by a country elevator man, who has and used carload hopper scales, which has caused no end of amusement for those who happened to get a glimpse of the sheet. It took two days to unload the car and the weighman's record given herewith shows that it was weighed in 250 drafts. It has been suggested that the oats were weighed on an apothecary's scale, but this is to be doubted—they would be too large. The weighing no doubt was done by the buyer's office boy, for no one else would have time to give two days to weighing and recording a carload of oats.

List of scale weights on car of oats, U. L. 14630, unloaded June 15 and 16, 1899:

Dallas Yard.	Berlin Yard.
234	147
223	145
236	153
221	128
230	137
229	141
229	125
236	150
237	149
230	140
231	136
232	192
235	144
232	139
226	137
245	138
237	134
239	139
234	136
232	132
232	135
233	127
233	156
224	125
237	149
232	147
230	154
149	147
6269*	123
141	141
158	163
142	153
146	149
146	148
159	151
148	152
143	150
149	127
153	133

\* Net, sacks deducted. \*\* Net. \*\*\* Sacks.

One very remarkable thing about the sale is that the buyer, who weighed the oats in 250 drafts declared the car to be short 24 bushels and 19 lbs. of the amount the shipper (who weighed in one draft) claimed to have placed in the car. And what is still more remarkable the buyer expects the shipper to settle according to his weights—they are destination weights.

This shipper who weighs most of his grain in a hopper scale of sufficient capacity to weigh a carload at a single draft writes, "We always have had more or less trouble with Pittsburg weights, as they do not put grain in the elevators there, but simply use the city wagon scales. Usually a carload is weighed in ten to fifteen drafts, but this is the worst case of weighing that has ever come under our observation. I send this simply to show the need of some better system of weighing in Pittsburg. The idea of submitting such a certificate as this and insisting upon its correctness against hopper scales which weigh a carload in a draft would be funny, if it were not so provoking."

It is to the credit of the Pittsburg grain merchants that an effort is now being made to bring about an improvement of the city's facilities for weighing grain.

### CROCKER'S NEW ELEVATOR AT MAROA.

The most conveniently arranged, the best constructed and the most completely equipped elevator is the cheapest in the long run. This fact is emphasized every day by the large number of old elevators being overhauled, repaired and equipped with improved machinery, so that the owner will be able to handle grain at the least possible expense.

The cuts given herewith show the plans of an elevator recently built at Maroa, Ill., for the Crocker Elevator Co., by the Union Iron Works, of Détroit.

In Fig. 1 is shown the ground plan of the elevator, with the railroad track on one side and a driveway on the opposite side containing six wagon dumps. This driveway is covered so as to protect the receiving sinks and their contents. By the side of the driveway and extending out 106 feet beyond the end of the elevator are corn cribs with a capacity of 12,000 bushels. In an annex are located boiler and engine. In the basement is placed a No. 1½ Western Corn Sheller and two spiral con-

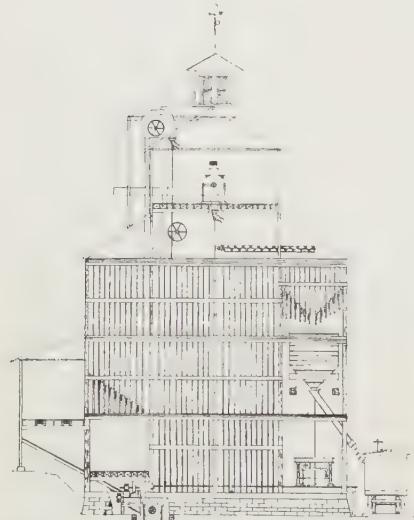


Fig. 3. End Elevation Crocker's Elevator at Maroa, Ill.

veyors. The corn sheller is so placed that the ear corn is fed directly to it from the dump pit, and the shelled corn is run into an elevator boot and elevated to a No. 1 Western Corn Cleaner situated in the cupola. From there it is spouted to the various bins. Two spiral conveyors are placed at the bottom of the storage bins and convey the grain to the boots of two stands of elevators which elevate the grain to the garner above the hopper scale. Connected with the line shaft is a vertical shaft which extends up above the storage bins, and is there connected with line shaft by means of miter wheels. From this shaft power is transmitted to the three stands of elevators and the cleaner in the cupola by means of belts. This elevator is built on a solid foundation and has 12 storage bins with a total capacity of 75,000 bushels.

In Fig. 2 is shown a side view of the elevator.

A suction fan is connected to the corn cleaner, so all the dust and dirt taken from the corn may be blown out of the house. Underneath the cleaner is another spiral conveyor which conveys the cleaned grain to the garner above the scale hopper. The weighing

beam of the scale is located on the first floor, making it unnecessary for the operator to climb aloft to weigh each draft. The grain is loaded into the car direct from the hopper scale by a flexible loading spout.

On the other side of the elevator is the driveway in which are located the six dumps.

This house is one of the best built and equipped country elevators in the state. The arrangement of the elevator and the machinery is such as to minimize the operating expense.

On the top of the elevator is built a small cupola, and surrounding the entire structure is a flag staff from which floats Old Glory. This will silence the doubts of all who may have

\$20,591,000; 15,489,000 bushels of rye valued at \$8,795,000; and 10,945,000 bushels of barley valued at \$5,418,000.

The total value of all breadstuffs exported during the past crop year is \$263,655,000, against \$324,706,000 during the preceding crop year.

### A LITTLE ADVICE TO SHIPPERS.

Examine your cars before loading. Use dry, thick lumber in making grain doors.

When the railway furnishes grain doors, examine them carefully.

When possible stop all leaks from the inside of the car (not on the outside), as the weight of the grain will

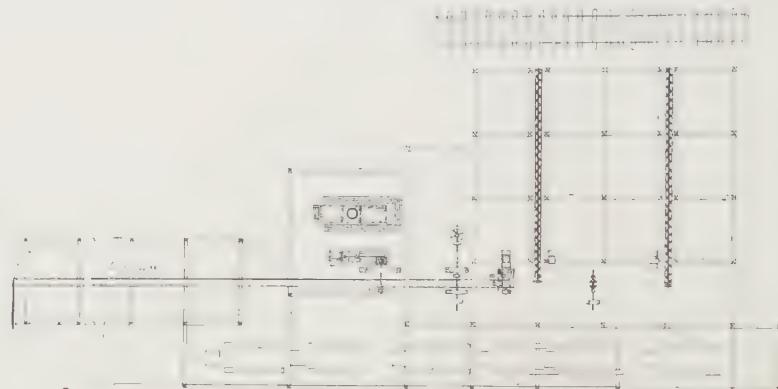


Fig. 1. Ground Plan Crocker's Elevator at Maroa, Ill.

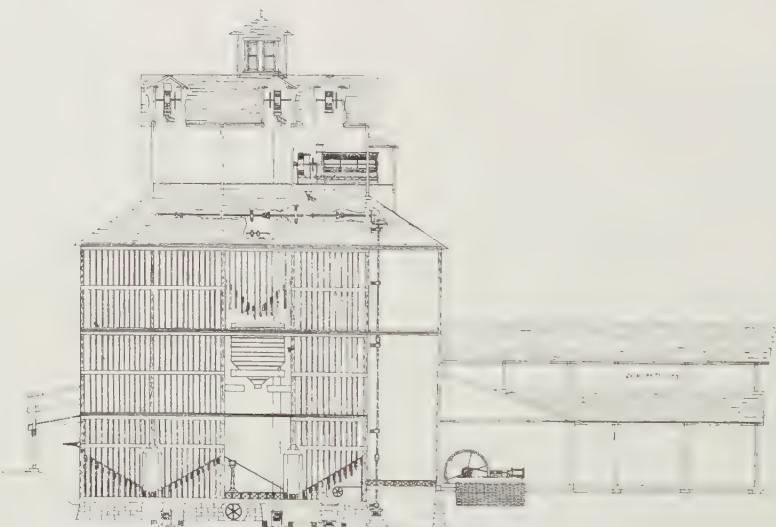


Fig. 2. Side Elevation Crocker's Elevator at Maroa, Ill.

been disposed to doubt the enterprise or patriotism of John Crocker or Tom Costello.

### EXPORTS OF BREADSTUFFS DURING 1898-99.

The exports of breadstuffs during the 12 months of the crop year ending with June 30, as reported by O. P. Austin, chief of the bureau of statistics, include 137,558,000 bushels of wheat valued at \$103,030,000; 172,687,000 bushels of corn valued at \$68,426,000; 30,186,000 bushels of oats valued at \$9,742,000; 10,115,000 bushels of rye valued at \$5,921,000; and 2,266,000 bushels of barley valued at \$1,374,000.

For the corresponding period of 1897-8 the exports included 146,623,000 bushels of wheat valued at \$144,272,000; 206,567,000 bushels of corn valued at \$73,502,000; 69,202,000 bushels of oats valued at

hold the cleat or patch over the opening.

See that the grain cannot get between the lining and side of car.

When you load heavy always double your grain doors, and have them as high as the grain in the ends of the car so that it will not run over the top.

Tap the lower sides and end of car to see that there is no leak between the lining and side of car.

Shippers could see how shortages occur if they spent an hour or so at the elevators here any morning.

It is simply awful the way some shippers send in their wheat. One would suppose that some cars had been loaded at night, so bad are the grain doors.—Zahm's Circular, Toledo.

J. W. Channel, Melvin, O.: I think a grain dealer can not afford to miss an issue of the Grain Dealers Journal.

### G. A. PIERSON'S ELEVATOR AT ORIENT, IA.

An enterprising up-to-date country elevator man, one who is prosperous and doing a good business, can generally be selected by the appearance of his elevator. One of the well equipped elevators of Southwest Iowa is the house of G. A. Pierson, at Orient, Ia., shown herewith. This elevator is of modern design and is well equipped with improved facilities for handling grain.

Evidently Mr. Pierson is a believer in advertising, for on the sides of the elevator in large white letters is his name and business. This sign no doubt attracts many customers to the elevator. The office is located in a small building back of the elevator. It is a good plan to have the office thus removed from the elevator, so that in case of fire in the elevator he would still have his books and records safe and sound. It also reduces the fire hazard of the elevator.



G. A. Pierson's Elevator, Orient, Ia.

This elevator was built in 1894, but since then a few additions have been made to accommodate a growing business. The main part of the house is 20x30 and 30 feet high, with a cupola 12x20 and 16 feet high. In this part of the elevator is located the driveway, dump and elevator legs; over the driveway are three shipping bins with a capacity of 1,000 bushels each. On either side of elevator trunks is a bin 10x10x30 feet, with a capacity of 2,500 bushels each. The corn sheller is located in the basement at one side of the driveway, the engine room is also located in the basement, a 15-horse-power gasoline engine is used to furnish the power to operate it.

At the back of the elevator is an annex 24x40 by 24 feet high with a capacity of 22,000 bushels of oats. On one side of these storage bins is a cob bin and dust house 13x40 by 20 feet high, and on the other side of the storage bins is an addition 13x40 by 20 feet high, which was originally built for seed rooms, but it is now used for grinding feed and cleaning seed. Mr. Pierson is now building another addition 12x50 by 16 feet high at the rear of the storage annex to be used exclusively for seed.

Orient is located on a stub branch of the C. B. & Q. R. R. running through Adair county, and has quite a large territory to draw from. During the last two years Mr. Pierson has handled 28,000 bushels of timothy.

## THE SUPPLY TRADE

The Willford Mfg. Co., of Minneapolis, Minn., has recently placed a new roller mill on the market. It will be called the "Minneapolis."

The Edward P. Allis Co., of Milwaukee, recently secured a contract for nine 400-ton blowing engines to be shipped to Great Britain.

The Automatic Grain and Seed Separator Co. has been formed at Broken Bow, Neb. The members of the firm are O. H. Conrad, H. Walton, T. B. Russell and J. D. Burge.

The New England Automatic Weighing Machine Co., 56 Pearl St., Boston, Mass., has purchased the patents covering the automatic weighing machines manufactured by the Pratt & Whitney Co., Hartford, Conn.

W. F. Davis, who has been vice-president of the Davis Gasoline Engine

month of July, 1898. We are running our factory twelve hours a day with men as thickly placed as we can use them.

The Barnard & Leas Mfg. Co., Moline, Ill., report a large number of orders in all departments.

There is a big demand for corn shellers among the country elevator men, as the certainty of a large crop of corn this year is making the farmers who have been storing their old corn desirous of getting it on the market as soon as possible.

The Commonwealth Oil Co., of Cleveland, O., manufacture a paint known as the Black Zanzibar Anti-Rust Iron and Roof Paint. They say it is not affected by heat or cold and that it makes an excellent covering for grain elevators as it is spark and water proof, stops leaks and prevents rust.

Manufacturers in all lines of elevator machinery and supplies report a large increase in business over last year, and orders continually coming in. Some manufacturers are running night and day with two shifts of men, while others are working their men twelve hours per day, with them placed as thickly as possible in their shops. Raw material advanced some from week to week so that a good many orders that were taken a few months ago are now filled at a loss.

H. W. Caldwell & Son Co., of Chicago, continue to enjoy an unusually good business. Their shops have been running 22 hours a day for several months, and orders in excess of output, continue to arrive. The business of this old established firm has outgrown its present quarters and work has been commenced on a new plant which will occupy 2½ acres on West 17th Street. The plant will be constructed on modern lines and every facility provided for the economic manufacture of superior elevator machinery. A large size Allis engine of extra heavy rolling mill type has been contracted for, and power will be transmitted from it to all parts of the plant by means of electricity. A 20-ton crane will run full length of machine shop and out over railroad track, so that a car load of machinery can be carried easily and quickly from the most remote corner of the shop to the car.

At the recent quarterly meeting of the Kansas Grain Dealers' Association at Kansas City, action was taken to fix the responsibility for grain lost by leakage from cars in transit. It is proposed that receiving elevators refuse to unload cars arriving in bad order until they have been examined with a view to getting evidence to be used in the collection of claims for shortage.

The visible supply reports, so misleading, so incomplete once in a while, receive much merited attention. E. W. Burdick, of Chicago, writes: In the hunt of the directors of the Board of Trade for wheat to include in the visible supply, they found 2,999,000 bushels at New Orleans, Galveston, Port Arthur and Fort Williams, all of which is doubtless in "irregular" or private elevators, but they seem to overlook nearly 4,000,000 bushels in Chicago irregular elevators. Is the wheat reported at Boston, Buffalo, Detroit, Indianapolis, Kansas City and other like places stored in "regular" elevators? If not, why include it in the visible and exclude the wheat in Chicago?

Works Co., of Waterloo, Ia., has severed his connections with this company and hereafter will be connected with the Janey Manufacturing Co., Ottumwa, Ia.

The King & Hamilton Co., of Ottawa, Ill., has issued a handsomely illustrated 28-page catalogue describing the Pioneer portable wagon dump and elevator, a convenient means of loading grain into cars or corn into cribs by means of horse power.

J. M. White of Tobias, Nebr., has recently invented a weighing machine for weighing grain as it is delivered at the head of the elevator. It is claimed to work absolutely correct in all kinds of grain, weighing from 10 to 600 pounds at a time, which amount is automatically registered.

Your ad works night and day—goes into hundreds of towns and postoffices, thousands of homes and is often kept for reference. Circular letters costing twenty-five times as much glanced at, thrown away and forgotten. Human nature is attracted to a crowd. Just so a shipper. Wants to see 'em all—not one fellow by himself.—Market Reporter.

The E. H. Pease Mfg. Co., Racine, Wis., writes: We are having a fine business at this time. Orders received in June were more than double in amount of our sales of the same month in 1898, and for the first eight days of July our orders received equalled or exceeded those received for the entire

## PATENTS GRANTED

Craig McIntosh of Maiden, N. C., has been granted letters patent No. 628,485 on a cotton elevator.

Charles W. Bogart of Buffalo, N. Y., has been granted letters patent No. 628,510 on a gas engine.

Jerry A. Harp of Urbana, O., has been granted letters patent No. 628,316 on a gas or gasoline engine.

George S. Emerick of Philadelphia, Pa., has been granted letters patent No. 628,141 on a rotary grinding mill.

John and David De Pyster A. Outcalt of Spotswood, N. J., have been granted letters patent No. 628,894 on a weighing machine.

William S. Sharpneck of Chicago, Ill., has been granted letters patent No. 628,123 on a gas engine and assigned two-thirds of same to John D. Ross and Everett W. Brooks of Chicago.

Theodore L. Marvel of Taunton, Mass., has been granted letters patent No. 628,274 on an endless conveyor. This conveyor consists principally of buckets and a means for connecting them in endless series, of a shield between the edge of one bucket and the edge of the next, and a means for supporting the ends of the shield directly upon the devices that connect the buckets in series.

John Beall of Decatur, Ill., has been granted letters patent No. 628,516 on a hominy mill. This is the combination of a frame with a shaft longitudinally shiftable in its bearings in the frame, a breaking cone on the shaft, a scouring cylinder on the shaft conjoined to the large end of the cone and forming a continuation thereof, shells encompassing the cone and the cylinder, cooperating therewith in their respective breaking and scouring operations. The mill has a feed opening at the small end of the cone and an unobstructed discharge opening at the far end of the cylinder.

Jules F. Mathias of Genesse, France, has been granted letters patent No. 628,827 on an apparatus for effecting selection of wheat grains for sowing. This consists principally of a suitably supported hopper, a frame having suitable grooves, rotary sorting bars arranged therein alongside of each other, the ends of the bars extending into the grooves, balls or rollers between the ends of the sorting bars, a friction bar passing through the hopper, across and in contact with the sorting bars and a means for compressing the bars, in the plane thereof and the pressure bars arranged in the grooves, resting on the balls or rollers.

Alexander Boguszeivski of Pszeneczniki, Russia, has been granted letters patent No. 627,970 on an apparatus for separating or sorting grain. This apparatus consists principally of a vertically arranged standard or shaft, with a series of spiral channels on ways coiled around it. These spiral channels being arranged in nested relationship and having the channels of increasing diameter or spiral from the uppermost to the lowermost of the channels in series, and an external spiral trough coiled around the shaft and of sufficient diameter to inclose all of the internal spiral channels so as to form a separate channel for the reception of grain larger than those which enter the internal spiral channels.

## NATIONAL HAY CONVENTION AT DETROIT.

Secretary F. F. Collins informs us that the sixth annual meeting of the National Hay Association will be held at Detroit, Mich., August 8, 9 and 10. Headquarters will be at the Russell House, and members will convene in the same building.

After an address of welcome by Mayor or Maybury of Detroit, the Hon. William Carson, president of the Detroit Board of Trade, will speak. Reports of committees and officers will be presented during the afternoon. In the evening papers will be read on:

The Hay Commission Business and its future, by Franklin L. Lewis.

Mutual Confidence a Necessity Between Shipper and Commission Man, by H. G. Morgan.

The National Hay Association, by Geo. S. Blakeslee.

Then and Now, or the Old and the New, by J. W. Fisher.



Emblem National Hay Association.

How Should Hay be Marketed to Best Protect the Interest of Shippers and Receivers, by A. C. Davies.

Old and New Methods of Loading and Marketing Hay, by F. M. Shiffield.

National Hay Inspection, by W. H. Curley.

Wednesday morning committees will report.

Wednesday afternoon will be devoted to an excursion by steamer to St. Clair Flats.

Thursday morning election of officers and unfinished business.

Thursday evening the local entertainment committee will give a smoker and informal meeting to visiting delegates. Persons intending to visit Detroit should ask the local ticket agent for the special rate of one and one-third fare for the round trip, on the certificate plan, these certificates to be countersigned by the secretary of the National Hay Association before returning.

Statistics compiled by the Wisconsin labor commissioners show that the cost of producing wheat has been 54 cents and corn 27 cents per bushel, interest on investment included, during a period of six years.

French wheat growers have petitioned the Minister of Agriculture to apply the maximum duty of seven francs (\$1.40) on imported wheat. It is not considered probable that the government will comply with this request.

According to government records, the farm value of 37 million acres of corn in 1869, when land was cheap, was \$21,477,000 more than 80 million acres in 1897. To show that this is not an isolated case, the same record gives the aggregate value of 7,191 million bushels of corn produced on 282 million acres in the years 1877 to 1881, inclusive, \$244,188,301 more than the value of 9,170 million bushels produced on 378 million acres in the years 1893 to 1897, inclusive.—E. W. Burdick, Chicago.

## SEEDS.

The Sibley Seed Co., of Sibley, Ill., has been dissolved.

S. S. Christy, Meriden, Ia., July 20: Clover and timothy is a big crop of hay.

A fair crop of clover is expected in Indiana, prospects having improved recently.

The Michigan crop report issued July 10 gives the condition of clover at 86 in the southern, 94 in the central and 102 in the northern counties.

John R. Bartlett has promoted a combination of the British linseed oil mills, known as the British Oil & Cake Mills, Limited, controlling 60 per cent of the trade.

The July crop circular of the department of agriculture says: There are few states in which the condition of clover has not declined during the month of June. Except in the north central states the condition of timothy is below the 10-year average.

The increase in the flax acreage is less than was expected and not at all general, says the Orange Judd Farmer. Some shrinkage is indicated in Iowa, Missouri and Kansas, with slight changes in southern Minnesota. In western Minnesota and the two Dakotas the increase in area is very large, but on account of the extremely wet season for planting is not so great as was expected earlier. The crop is everywhere reported as in excellent condition, though the continued excess of rainfall in the northwest has not been entirely favorable to a strong development of the plant. There is some complaint from the Red river valley that the crop looks yellow and unthrifty. Taken as a whole it is evident that the acreage of the flax crop is decidedly larger than last year, and much differently distributed, while the present promise is for a good rate of yield.

The acreage of potatoes has increased one per cent as reported in the July government report. The crop promises well.

Wheat receipts at nine primary markets for the first three weeks of the new crop year, ending July 17, as compiled by the Cincinnati Price Current, were, in bushels, 14,652,000, against 2,506,000 a year ago; while for the week they were 4,981,000, against 4,049,000 the previous week and 1,181,000 a year ago.

The visible supply of grain on Saturday, July 22, as compiled by Geo. F. Stone, secretary of the Chicago Board of Trade, was, in bushels, wheat, 36,013,000; corn, 13,327,000; oats, 4,699,000; rye, 611,000 and barley, 829,000; against wheat, 9,382,000; corn, 18,671,000; oats, 4,270,000; rye, 484,000; and barley, 350,000, on the corresponding date of a year ago.

Inspectors have large triers which probe the intestines of the car. Don't allow your man in loading to be careless. He might think he could put poor wheat in the bottom of the car and have it unnoticed, but the inspectors are like Christopher Columbus. They would discover it and grade it accordingly. They don't take dark lanterns when they inspect and look for freckles, but they are like a good wife, they do not approve of deception. Honesty has its own reward here the same as elsewhere.—C. A. King & Co.'s Market Letter.

## ASSOCIATION BARNACLES.

[From a paper by Joe Tighe, Wabash, Neb.]

Having steered the Nebraska Grain Dealers' Association thus far through the breakers and rocks which beset its path, and having arrived at a fairly safe haven with our craft and crew in good serviceable condition (if considerably weather beaten), it might be well to cast anchor; take a look backward. And if need be have our good ship put in dry dock for the purpose of polishing up our keel and prying loose the barnacles. Having done so figuratively, the writer is of the very decided opinion that he discovers a barnacle of the most offensive character in the admission of commission men or their representatives to our organization, and believes fully that we should most heartily and cheerfully second the action of the Kansas City Board of Trade in getting rid of them as members of our association.

The action of the Kansas City Board was wise and evidently the result of due consideration. Consequently if it was objectionable from the standpoint of the Board of Trade for its members to be also members of grain dealers' associations, there certainly exist much better reasons from our point of view why they should be denied admission to our ranks. It is a self-evident fact that our organization must exist and continue to receive its support if it lives at all, simply and solely because we know from past experience that we, as individual grain dealers, have but a poor chance of existence unless we have organization, and that no one whose interests are not identical with ours can have the necessary desire for its success to make it succeed. Our success as individual grain dealers depends largely on the success of this organization; and the organization must live because of the direct interest each has in it. When we take in any element that lacks this qualification, we add an element of weakness and a barnacle of the worst kind.

Does the success of the commission man, broker exporter, or any other to whom we sell the grain depend on the prosperity or success of this or any other association? The answer is so self-evident that nothing further need be said. Our plain duty, therefore, if we have the welfare of this association at heart, is to amend our constitution and by-laws so as to attain the desired result.

Another barnacle of lesser importance, yet considerably offensive is the grain dealer, who is eligible to membership, and while willing to benefit by the work done by the association, is not willing to become one of us and help bear his share of the burden. Immediate steps should be taken to pry him loose, so that he will not share in our benefits, if unwilling to contribute to the cost. He should be classed with the "scalper" and treated accordingly, until he is made to see the error of his way, and is ready to affiliate with us.

We must have thorough organization and discipline to make association work effective. We must weed out all classes and elements who are not willing to submit to discipline, and then we must demand certain privileges for members over and above those granted to the ordinary mortal. We must get in position to enforce these demands. Herein lies the main reason for objection to

the admission of any but legitimate country grain dealers, viz., that we cannot enforce discipline on any but those who in the very nature of the case would in the end be benefited thereby. We should not be anything but reasonable in our demands, and being so, should never falter or weaken until we had attained the full measure of our rights; accept nothing less. As a chain is no stronger than its weakest link, so the Nebraska association is judged by each individual member, according as it benefits him directly. So it is that the abuse from which a member may be suffering as an individual should be taken up by the association as its fight, and whether successful or not, each individual in that way is made to feel that he is a part of a common brotherhood. This is organization in its full sense, the kind we should work for. Be satisfied with nothing less.

## REGULAR DEALERS OF IOWA.

In addition to the names and addresses of regular grain dealers of Iowa which were published in the Grain Dealers Journal for Feb. 25, May 25, June 25 and July 10, we have received the names given below. Regular dealers will confer a favor by sending us corrections and additions should they discover any errors or omissions. Other names will be published in future editions.

- Hawarden, Ia.—John H. Downing.
- Hawkeye, Ia.—D. W. Wilbur; Bevins Bros.
- Hawthorn, Ia.—Wm. Dougherty, eltr. 12m; R. J. Edmonds, eltr. 12m.
- Hayfield, Ia.—Lackore Bros.
- Hazelton, Ia.—W. A. Kortemeyer; Keifer Bros.; G. M. Miller.
- Hedrick, Ia.—John M. Brady; William Mefford; W. P. Harrison; C. E. Stevens, eltr. 12m; John Morrison.
- Henderson, Ia.—Coates & Wilkinson; C. E. Irwin; W. H. Harbor.
- Hepburn, Ia.—J. W. Chambers, eltr.
- Highland Center, Ia.—Buckner & Elder; Knight & Baker.
- Highview, Ia.—Geo. Merrill.
- Hillsboro, Ia.—W. F. Plummer & Son.
- Hillsdale, Ia.—W. M. Coates.
- Hinton, Ia.—St. Paul & Kansas City Grain Co.
- Hobart, Ia.—Cook Bros., eltr. 10m; Spencer Grain Co., eltr. 15m.
- Holland, Ia.—Frerichs Bros.
- Holmes, Ia.—Weightman & Son.
- Holstein, Ia.—Hill & Heitzman, eltr. 30m; Schneckblotz & Son, eltr. 30m; Trans-Mississippi Grain Co.; Frank Manson; J. H. Schmid, eltr. 30m.
- Hopkinton, Ia.—Milroy & Johnson.
- Hornick, Ia.—St. Paul & Kansas City Grain Co.; Johnson Bros.; Clary Bros., eltr.; Trans-Mississippi Grain Co., eltr.
- Hosper, Ia.—Inter State Elevator Co., eltr. 15m; F. M. Slagle & Co., eltr. 15m; Peavey Elevator Co., eltr. 20m.
- Houghton, Ia.—G. Sanders.
- Hubbard, Ia.—Dudley & Johnson, eltr. 30m; Inter State Elevator Co., eltr. 30m.
- Hudson, Ia.—Stewart & Moeller, eltr.; Bryant Bros.; Wm. Sherrett.
- Hughes, Ia.—G. A. Lynk, eltr.
- Hull, Ia.—Hull Produce Co., eltr. 25m;
- Hunting Elevator Co., eltr. 15m; F. M. Slagle & Co.; L. N. Loomis, eltr. 20m; Spencer Grain Co., eltr. 15m.
- Humboldt, Ia.—F. P. Watters.
- Humeston, Ia.—D. D. Hunstors; W. J. S. Taylor.
- Hutchins, Ia.—Spencer Grain Co.; Northern Iowa Grain Co.; C. E. Buzek.
- Huxley, Ia.—Valon & Son.
- Herndon, Ia.—McFarlin Grain Co.
- Ida Grove, Ia.—Mitchell & Bossard; Gray & Babcock, eltr. 30 m.; Smith & Co., eltr. 70m.; Sauer Bros., eltr. 12m; J. V. F. Babcock, eltr. 25m; Wm. Bender; P. E. Lund.
- Imogene, Ia.—Jas. L. Gwynn & Co.; Kennedy & Gilmore.
- Independence, Ia.—W. P. Brown; Thos. Scarcliff; Wackerbarth & Blamer.
- Indianola, Ia.—Richards Bros., eltr. 4m; G. J. Stewart & Co., eltr. 150m.
- Inwood, Ia.—Hunting Elevator Co., eltr. 15m; Spencer Grain Co., eltr. 15m; Anderson Bros., eltr. 15m; L. N. Loomis, eltr. 15m; Terwilliger & Dwight; E. J. S. Kewis, eltr. 15m.
- Iowa City, Ia.—J. H. Thorneberry & Son; J. F. Hill; C. Lewis.
- Iowa Falls, Ia.—Hill & Harp; Jas. S. Smith, eltr.; M. Crawford, eltr.; J. Carson, eltr.
- Ireton, Ia.—Alton Milling Co.; Marfield Elevator Co., eltr. 20m; Minnesota & Western Grain Co., eltr. 20m; F. M. Slagle & Co., eltr. 20m; Terwilliger & Dwight, eltr. 20m.
- Irvington, Ia.—Jos. Dunwoody.
- Irwin, Ia.—Southall & Son, eltr. 15m; Hancock & Co., eltr. 20m; H. H. Rice & Co.
- Jamaica, Ia.—E. J. Edmonds.
- James, Ia.—J. Schneider.
- Jamison, Ia.—Iowa Grain & Produce Co., eltr.; Des Moines Elevator Co., eltr.
- Jefferson, Ia.—Thos. Fowler; Harrington & Milligan; P. M. Vest; McFarlin Grain Co.; D. Milligan.
- Jewell, Ia.—J. E. Knudson, eltr.; Interstate Elevator Co., 2 eltrs. 20m; J. C. Ridgle.
- Jolly, Ia.—Warren Grain Co.
- Jordan, Ia.—B. P. Staley & Co.; Weikel & Son.
- Judd, Ia.—Geo. Merrill.
- Kalona, Ia.—Wagner & Son.
- Kamrar, Ia.—J. W. Pearce & Son, eltr. 30m; Interstate Elevator Co., eltr. 30m; Christinson & Michle; Geo. S. Neal & Son.
- Kelley, Ia.—B. A. Lockwood Grain Co.; H. A. Cook.
- Kellogg, Ia.—I. L. Patton & Co.
- Kensett, Ia.—Cleophas Bros.
- Kent, Ia.—J. F. Taylor & Co.; Petrie Bros.; Walter Riggs, eltr. 10m.
- Kenwood, Ia.—Stough & Walter; St. Paul & Kansas City Grain Co.
- Keokuk, Ia.—I. H. Redfern.
- Keosauqua, Ia.—G. W. Davidson.
- Keota, Ia.—Louis Smith & Co.
- Keswick, Ia.—Perkins Bros.
- Keystone, Ia.—F. A. H. Greulich, eltr.; Leonard Kimm, eltr.
- Kilduff, Ia.—Dennis Agar; Geo. A. Emment.
- Kingsley, Ia.—T. S. Cathcart & Sons, eltr. 25m; Edmonds Shade & Co., eltr. 40m; Interstate Elevator Co., eltr. 60m.
- Kinrose, Ia.—M. A. Fischer.
- Kirkman, Ia.—L. P. Scroggs; George Thomas.
- Klemme, Ia.—W. L. Bloom, eltr.; Aug. Lau, eltr.
- Knowlton, Ia.—L. W. Dunlap.
- Knoxville, Ia.—C. K. Davis; Davis & Wray, eltr. 10m; Bellamy & Co., eltr. 25m.
- Lacey, Ia.—Wm. Hibbs, eltr. 25m.
- Lacona, Ia.—G. J. Stewart & Co., eltr. 125m.
- Ladora, Ia.—Whitlock & Fields.
- Lake City, Ia.—L. J. Mighell; J. W. Wilson.
- Lake Mills, Ia.—Eckhart & Williams.
- Lakepark, Ia.—Douglas & McIntyre, steam eltr. 20m; Lake Park Grain & Lumber Co., steam eltr. 20m; H. H. Sindt & Co., eltr. 20m; Barwick & Clarkson, eltr. 5m.
- Lake View, Ia.—Wylie Fleming; Ottosen & Winters; A. Armstrong.
- Lamalle, Ia.—Kimball & Burdick.
- Lamoni, Ia.—H. Gund & Co.; J. R. Smith & Co.
- Lamont, Ia.—James Carr.
- Lamotte, Ia.—B. W. Seaward & Co.
- Lansing, Ia.—Neilander & Co.
- Laporte City, Ia.—John Hussman; C. E. Wagar.
- Larchwood, Ia.—Davenport Mills Co.
- Larrabee, Ia.—E. L. Ballou; W. Reilly; John Thompson.
- Latimer, Ia.—Hanson & Sons, eltr.
- Laurel, Ia.—C. R. Morse & Co.; I. L. Patterson & Co.
- Laurens, Ia.—G. H. Bunton, eltr. 60m; Wells Bros., eltr. 50m; Wilson & Dewolf, eltr. 60m.
- Lawler, Ia.—Gilchrist & Co.
- Ledyard, Ia.—S. H. Grannis.
- Legrande, Ia.—Geo. L. Bowen; Hiram H. Hammond & Son; R. Salisbury.
- Lehigh, Ia.—Geo. W. Post & Son.
- Leland, Ia.—Central Elevator Co.; Great Western Elevator Co.; O. Michaelson; J. H. Quale & Co.
- Lena, Ia.—C. Counseiman & Co.
- Lenox, Ia.—John R. Giles, eltr. 15m; K. Dockstader.
- Le Mars, Ia.—Hopkins & Co.; Plymouth Roller Mills Co.; Gehlen Bros.
- Leroy, Ia.—A. Coppock.
- Lester, Ia.—Davenport Mills Co.; St. Paul & Kansas City Grain Co.; A. D. Thompson & Son Co.
- Lewis, Ia.—Harris & Albright, steam eltr.; W. F. Schinley, steam eltr.
- Lime Springs, Ia.—Frisby & Miller, Hunting Elevator Co.
- Linden, Ia.—W. M. Kearney & Co.; A. R. Mead.
- Linn Grove, Ia.—Interstate Elevator Co.; Leo & Goodrich; K. Buland.
- Linton, Ia.—W. R. McElhinney, eltr.
- Lisbon, Ia.—W. R. McElhinney; Luther Wetzel.

# GRAIN TRADE NEWS.

## CANADA.

While the hay crop in Ontario and Quebec is very uneven a fair crop is expected.

Prospects for the Manitoba wheat crop are excellent, with ample moisture and good growing weather.

The elevator of the Dominion Elevator Co., at Melbourne, Man., was burned July 1, together with 2,000 bushels of grain.

Alexander McFee has been named as a manager of the Montreal Harbor Board. His election would be a great advantage to the grain trade.

Engineer Kenney has submitted to the harbor commissioners of Montreal, Can., plans for a grain elevator, in case the government shall decide to build.

A 200-bushel grain drier has been installed in the Northern Elevator Co.'s elevator at Winnipeg, Man., by the Paine-Ellis Grain Drier Co., Milwaukee.

John Ferriss bid \$10,000 for the Farmers' Elevator at Portage la Prairie, Man., at the auction sale. His bid was not accepted, the upset price being \$20,000.

Over 2,000,000 bushels of wheat are in store at Fort William and a considerable quantity remains to be shipped from country elevators in the Canadian Northwest.

Among those said to be interested in the plan to form an association of elevator proprietors are the Northern Elevator Co., Dominion Elevator Co., and Messrs. Bready, Love and Tynan.

The delay of the Government in providing elevator facilities at Montreal is severely criticised and the opinion is expressed that the Corn Exchange and Harbor Commissioners should have encouraged the Prescott Elevator Co. or the Buffalo syndicate, which offered to provide such facilities at an early day.

## ILLINOIS.

D. J. Keely, of Nora, Ill., will build an elevator near by.

W. B. Probasco of Merna, Ill., is having an addition built to his elevator.

Mr. Anderson's new elevator at Anna-wan, Ill., is rapidly nearing completion.

D. D. Hall, of Tyng Hall & Co., grain dealers at Peoria, Ill., is dangerously ill.

Don't fail to keep us posted on changes in the grain trade in your territory.

Wilson, McClara & Wyeth of Charle-ton, Ill., July 13: Prospects for wheat good.

Philip Essenpreis has purchased the elevator of L. Knebel & Co., at Pier-ton, Ill.

W. F. Banta of Ridge Farm, Ill., has added a 50,000-bushel oats house to his elevator.

J. C. Flanagan of White Heath, Ill., has added 5,000 bushels to the capacity of his elevator.

S. C. Bartlett has the lumber on the ground for the erection of his new elevator at Cramer, Ill.

Porch & Adams will tear down their old elevator at Kempton, Ill., and erect

a new structure 26x40 feet, with an oat bin 18x70 feet.

Mr. Hazenwinkle of Hudson, Ill., has bought the elevator of Shepard Bros., at El Paso, Ill.

Mr. Mansfield, of Niantic, is putting in scales at Harristown, Ill., preparatory to buying grain.

The Hawkeye Elevator Co., of Chicago, Ill., has increased its capital stock from \$50,000 to \$80,000.

The wife of C. Dexter Harbeson, grain broker of Chicago, Ill., has brought suit for divorce, alleging desertion.

Henry Sands and Hart Wagle have purchased the grain business of Schaffer & Withrow, at Geneseo, Ill.

H. G. Epps will make extensive improvements in his elevator recently bought of R. J. Smith at Metcalf, Ill.

Clark Bros. & Co. have incorporated at Peoria, Ill., with \$250,000 capital stock, to distill spirits and deal in grain.

The Durning & Marquis Co., dealers in grain and coal at Aledo, Ill., writes that its elevator property has been sold.

Oscar Jones of Jones & Banta, Ridge Farm, Ill., is building an oats house that will hold 35,000 to 40,000 bushels.

The Wheatland Elevator Co., recently incorporated, has bought the elevator of Marsh & Wood at Normantown, Ill.

C. A. Gilfillan, who recently retired from the grain business at Princeton, Ill., contemplates starting again at Dixon.

Bishop & Weedman, Monarch, Ill., July 17: Crop prospects were never better for corn and oats in McLean County.

J. Mosteller, of Eldena, Ill., will discard his 8-horse-power gasoline engine and install one of 20-horse-power at this elevator.

David Fisher, grain dealer at Ransom, Ill., is under arrest charged with embezzling \$2,000 from Carrington, Hannah & Co., of Chicago.

J. M. Kingdom of Nekoma, Ill., informs us that the farmers are building an elevator at Galva, Ill., to be of 50,000 bushels capacity.

The La Rose Grain Co., La Rose, Ills., has painted its entire plant, spreading in the neighborhood of \$200 worth of paint this season.

Mr. Skinner has accepted the proposition of the Illinois Central Railroad for a new location on which to rebuild his elevator at Hudson, Ill.

ReQua Bros., cash grain dealers of Chicago, Ill., are building a rear addition to their elevator, covering 40x62 feet and costing \$15,000.

La Rose Grain Co., La Rose, Ill., July 17: Oats are averaging from 40 to 60 bushels per acre in this section, and are of unusually good quality.

Bishop & Weedman of Monarch, Ill., inform us that E. W. Clark of Delana, Ill., is remodeling his elevator, to have a capacity of 30,000 bushels when completed.

The Chicago Railway Terminal Elevator Co., Chicago, operators of the Iowa elevators, will change same over into a cleaning house and make it one of the most complete houses of its kind

in the city. It will be equipped with a complete dust collecting system, a grain drier and cleaners.

D. W. Mitchell of Chicago, has accepted a position as foreman of the elevator at West Hammond, Ill., owned by the D. H. Stuhr Grain Co.

Luther W. Bodman, of Milmine, Bodman & Co., grain commission dealers of Chicago and New York, has returned from his pleasure trip to Japan.

J. E. Hawthorne, of Cooksville, Ill., shipped the first load of new oats to arrive in Chicago. They were of good weight and color, but not well cured.

A. F. Foll, Lena, Ill.: If there is any one class of business men, who more than another, should work together on good sound business principles, it is the grain dealers.

Robert Rose and Frank Welch of London Mills, will remove to Cramer, Ill., to build a grain elevator and handle grain for a Peoria firm, as well as open a general store.

The contract for building the Farmers' Elevator at Mason City, Ill., has been let to Mr. Pennyweight of Easton. E. W. Skadden will superintend the carpenters' work.

The National Hay Association of the United States will hold its annual convention at the Russell House, Detroit, Mich., August 8, 9 and 10. A large attendance is expected.

J. C. Flanagan, White Heath, Ill., July 17: Crops look as well as usual. Oats is a fair crop, but nothing extra. They are going to be light in weight, 28 to 30 pounds, very few going 32.

C. W. Reed, who is charged with having embezzled \$2,500 from Marson French, grain commission dealer at Chicago, Ill., was captured recently in Cincinnati and brought back for trial.

I. L. Lemmon & Co., Nebo, Ill., July 20: This township has 75 per cent of an average crop of wheat; the county 50 per cent of an average. Corn promises 75 per cent of an average crop for the county.

George Fooks, Waggoner, Ill., July 18: Wheat in our district is almost a complete failure. Corn promises a fair to good crop. Oats, which are about all harvested, are of good quality, and will yield 35 to 50 bushels per acre.

Munday, Settlemire & Co., grain dealers of Litchfield, Ill., have brought suit against E. R. Ulrich & Sons of Springfield for \$50,000 damages, alleging that defendants placed them on the blacklist and thereby injured their credit.

Kohl & Eden, Danforth, Ill., July 24: Threshing has started in this vicinity, and the crop promises a fair yield and grain of good quality. Corn is looking splendid at present. New oats movement will be light at present prices.

Walker & Snell, Moweaqua, Ill., writes that there is no indication of any one going into the grain business, who is not now in it. They have added new bins to their elevator, increasing their capacity about 15,000 bushels at that point.

George Fooks, Waggoner, Ill., writes: We do not know of any new elevators that will be built soon in this district; neither do we know of any storehouses that will be enlarged or improved, or of any new firms that will enter the grain business.

Walker & Snell, Moweaqua, Ill., July 17: The prospect for a corn crop is very good at present. Oats are being harvested and are of good quality, and there will be a good yield. However,

there has been a part of the crop cut too green.

C. C. Rubins formerly treasurer of the Chicago Railway Terminal Elevator Co., Chicago, has succeeded H. W. Rubins, as secretary of the Weare Commission Co., Chicago. H. W. Rubins has gone to New York city as manager of the New York Branch of the Weare Commission Co.

B. Gulshen of Herscher, Ill., was in Chicago recently and reported prospect for large yield of corn and oats, but small crop of hay. Many fields will not yield more than a ton to the acre and not more than 1-3 of the usual crop will be gathered.

W. J. McBroom, of I. N. McBroom & Co., Geneseo, and of McCauley & McBroom, Atkinson, who was married some time ago to Miss McCauley of Chicago, has recently returned from an extended tour of the Pacific coast on his wedding trip.

John Hill Jr., issued a tart letter to the trade July 17 regarding the reinstatement of A. J. Valentine, who was suspended from the privileges of the Chicago Board of Trade three years ago for changing the dates on public warehouse receipts.

Robt. P. Kettles of Kettles & Ware, official Board of Trade grain samplers left July 8 for a three months' trip in England and Scotland. Most of his time will be spent at Perth, Scotland. Before his return he expects to visit various foreign grain markets.

W. R. Mumford & Co., Chicago, have recently incorporated under the name of The W. R. Mumford Co. with a capital of \$75,000. This firm as in the past will do a commission and brokerage business. The object of cooperating was to bring the different branches of the company's business under one head and management.

J. E. Hawthorne of Cooksville, Ill., writes that he has severed his connection as buyer for the Middle Division Elevator Co. and will now engage in the business on his own account. Mr. Hawthorne has purchased the business of H. M. Hastings, taking possession December 1, and has also arranged to receive the trade from the other coal dealers.

Rheinstrom & Co., grain commission merchants of Chicago have discontinued business and henceforth, A. Rheinstrom, who has been identified with the cash grain trade of the city for the last fifteen years will manage the business of Slimmer & Lipman, who have taken the former offices of Rheinstrom & Co., and will conduct a grain commission business.

Roberts, Moschel & Mosiman have enlarged their elevator at Morton, Ill., so as to have storage capacity for 35,000 bushels. They have also equipped it with all new and moderate machinery and will run it with a 10 h. p. electric motor. They have also improved their elevators at Crandall and Cooper, Ill., and put in new Webster gasoline engines.

On July 15 the firm of Gerstenberg & Kroeschell was dissolved by mutual consent, William L. Kroeschell retiring in order to engage in another line of business with his brother. The grain commission business conducted by the above firm will be continued in the future by Gerstenberg & Co., a firm composed of Erich Gerstenberg and Adolph Gerstenberg, who will collect all accounts and assume all obligations of the old firm. The old firm has enjoyed the friendship

and business of a large number of country grain dealers, which will be extended to the new firm.

The La Rose Grain Co., of La Rose, Ill., informs us that W. W. Sale is erecting a new elevator at Holton, Ill., on the Santa Fe Railroad. He intends to take their elevator at Wilburn and run the two points in connection, with headquarters at Wilburn. S. W. McCulloch & Son, Verna, Ills., have erected storage capacity for about 50,000 to 60,000 bushels of oats and intend filling it with 19 and 20 cent oats this fall.

The annual statistical report of the Illinois Department of Agriculture, issued July 18, gives the acreage of corn as 7,126,786, an increase of 182,794. Its condition is 88 in the northern, 79 in the central and 86 in the southern division. The acreage of oats is 4 per cent larger than in 1898, in northern, 3 per cent larger in central and 14 per cent smaller in southern Illinois. Damage is reported by rust, cut worms and lodging. Rye is in better condition than on May 1, and barley has improved to a condition of 100 per cent. The area of broom corn is the same as last year and the condition June 20 was 91 in northern, 88 in central and 97 in southern Illinois.

#### INDIANA.

The organization fever is spreading in Indiana.

The drouth in central Indiana was broken July 14.

The new elevator at Woodville, Ind., was opened July 11.

Albert M. Bohnert has started his new elevator at Jasper, Ind.

Send in notices of new elevators, new firms and business changes.

Norman Anderson and J. I. Thomas have sold their elevator at Crete, Ind.

Ed Allen has succeeded Bash & Allman, grain dealers at Huntington, Ind.

A Burrell and V. Stevens of Wabash have leased the elevator at Carthage, Ind.

H. D. Stone of Union City, Ind., is considering the construction of a grain elevator at Dunkirk.

Henry Schulenberg of Covington, Ind., is negotiating for the purchase of an elevator at Tuscola, Ill.

John Harrison, Clayton, Ind.: The wheat crop of our state is turning out heavier than was expected.

McCray & Morrison are again enlarging and improving their large cleaning and transfer elevator at Kentland, Ind.

Hochstetler & Fett have bought the elevator of C. Marcum at Rossville, Ind., and Mr. Marcum is looking for another location.

All Indiana dealers should take 68 pounds of corn for a bushel or else take 70 pounds and make a price in keeping with the unit of measure.

Studabaker, Sale & Co., of Bluffton, Ind., inform us that Holmes Bros., of Portland, Ind., have just completed a new elevator at Briant, Ind.

The elevator and mill at Mount Vernon, Ind., owned by the Kaufman Milling Co., of St. Louis, Mo., were burned July 17. Loss, \$100,000; insured.

Did you read the law extracts from court decisions relating to the landlord's lien law in Grain Dealers Journal for July 10? It will pay you to keep posted on this matter.

Taylor & Brown, Pendleton, Ind., July 19: Wheat is this section is turning out well; quality good, some fields averag-

ing 37 bushels. Corn is looking well and promises a big crop.

Taylor & Brown of Pendleton, Ind., inform us that New Bros. contemplate building an elevator at Ingalls, Ind. Nading & Handly are buying grain at Pendleton, having added machinery to the warehouse.

Studabaker, Sale & Co., Bluffton, Ind.: Grain dealers are getting into the hay business more every year and there will be a goodly number of them present at the meeting of the National Hay Association at Detroit.

Studabaker, Sale & Co., Bluffton, Ind.: Wheat is threshing out well in our locality; will average about 40 per cent of a crop. Oats crop is large; full average; but will be considerably damaged by heavy rains of last week. Corn promises well on black soils; considerably damaged on clay ground; rain having come too late to save it.

T. H. Dixon, Ambia, Ind., writes: We endeavor to buy grain on a fair margin, and are not disposed to handle grain for nothing. It has been the custom here, for several years at least, to take corn at 68 pounds through the summer and fall season. We hardly believe it would be policy for us to change to 70 at this season of the year. We aim to buy on 1½ to 2 cent margin on corn.

#### IOWA.

Grain trade news items are always welcome.

W. W. Bouslough, Sumner, Ia., July 14: Crops all are looking well.

Construction of the Fort Dodge & Omaha Railroad is being pushed.

The National Hay Association meets at Detroit, Mich., August 8, 9 and 10.

G. A. Pierson, Orient, Ia., July 12: Fine prospect for oats and corn crops.

F. M. Campbell, Randolph, Ia., July 17: Crops are good and harvest is on.

The new Peavey Elevator at Council Bluffs, Ia., has been placed in successful operation.

Joseph Springmire has finished hauling sand and rock for his new elevator at Tiffin, Ia.

Conger & Crowley of Galva, Ia., have let contracts for a 20,000-bushel steel storage plant.

M. Bernatz of West Union, Ia., is building a feed mill, and will put in a gasoline engine.

Two steel tanks, each of 25,000 bushels capacity, will be erected at Red Oak, Ia., by Replogles & Co.

James Mahoney of Marshalltown, Ia., will engage in the grain business at Latimer and Kanawha.

H. A. Bechtel has bought the Byers Elevator at Adel, Ia., and will handle grain in connection with his lumber business.

G. A. Pierson, Orient, Ia., writes: I am now building an addition to my elevator, 12x50 feet, for the accommodation of timothy seed.

The Interstate Elevator Co.'s house at Rockwell City, Ia., has been raised and placed on a stone foundation, and thoroughly overhauled.

H. A. Vanschoiack, Elliott, Ia., July 19: Crops here look very well. Corn is going to be a banner crop here if it keeps on as it is now.

J. A. Ogle, the pioneer grain dealer of Parnell, Ia., has purchased the interest of W. H. McLeod in the elevator of McLeod & Jones at Williamsburg, Ia.

Rufus Bullard, who recently purchased the elevator of J. M. King at

Maxwell, Ia., is tearing out the old machinery and remodeling the interior.

This number contains another installment of our list of regular grain dealers of Iowa. Readers will confer a favor by sending us corrections and additions promptly.

The Des Moines Elevator Co. is building elevators at Plover and Clare, Ia., on the C. R. I. & P. The big Des Moines elevator will be ready to receive grain September 1.

W. H. McLeod has sold his interest in the firm of McLeod & Jones, grain dealers at Williamsburg, Ia., and will take charge of a line of elevators in Nebraska for a Chicago firm.

C. S. Lawbaugh's elevator at Madrid, Ia., which was overhauled recently and repainted at considerable expense, was burned July 12. The office was saved. Loss, \$5,000; partially insured.

William W. Bouslough of Bouslough Bros., Cumner, Ia., writes: I hear the Tripoli Lumber & Grain Co., of Tripoli, Ia., is preparing to build some kind of grain elevator this fall. We are putting up an elevator here.

The Theodore Sindt Grain Co. has been incorporated at Durant, Ia., to buy and sell all kinds of cereals, grain and seed. Capital stock, \$20,000; president, Theodore Sindt; secretary, Louis Stolzenberger; treasurer, August Sindt.

The D. Rothschild Grain Co. will increase the capacity of its elevator at Davenport, Ia., by adding more storage room and large boilers, also cleaning machinery sufficient to enable them to handle 3,000,000 bushels of barley annually.

Newburg, Ia., will have an elevator to replace the one burned. Geo. Emmert, who owned the plant will not rebuild; but Robberts & Clay will erect a new and larger house, with a steam engine to drive the machinery. J. E. Brown of Rippey is the carpenter.

D. K. Unsicker, Wright, Ia., July 17: The growing crop in this section is oats, of which the harvest will begin in August. The corn crop would be looking about right if this was June 20, or about 3 weeks late. Barley is poor; too much rain. No wheat in this section at all.

Did you read the list of names and addresses of regular grain dealers of Iowa published in the Grain Dealers Journal of February 25, May 25, June 25 and July 10? We solicit corrections. The list will be published in the interests of the regular dealers. Is your name on the list?

The rye in this vicinity was all cut and shocked last week. The quality of the grain and the yield per acre are both below the standard of former years. The barley has also been cut and is above the average in quality and quantity. Continued wet weather is liable to injure the grain. The oat crop will be fine.—Wilton, Ia., Advocate, July 15.

The Southeastern Iowa Grain Dealers' Association held a meeting at Oskaloosa July 17, about sixty members being present. R. C. Jordan, of Burlington, spoke on the general grain situation, and E. L. McClurkin, of Morning Sun, spoke of the benefits of mutual insurance for elevators and grain storehouses, and urged the claims of the Grain Shippers' Mutual Fire Insurance Co., of Ida Grove. Freight rates were thoroughly discussed, with the assistance of G. W. Talbot, representing the Iowa Central, Morell Law, representing the Burlington & Western, and C. P. Rorbach, representing the B. C. R.

& N. Different members gave short talks on subjects of interest, and some time was given up to social intercourse.

G. A. Stibbens, secretary, Coburg, Ia., writes: The Grain Dealers' Union of Iowa and Missouri will hold a special meeting at the Windsor Hotel, Atlantic, Iowa, Tuesday, August 1, 1899, at 8 o'clock p. m. We give all dealers a very cordial invitation to be present. This meeting is called in the interests of the Rock Island dealers, and we trust those who are not already members, will avail themselves of this opportunity to join the Union. Members on other roads are requested to attend if possible, and we especially urge the dealers on the Rock Island to attend this meeting, as it will be of interest to them, and they will better their condition by uniting with us, and cannot afford to stay at home, as these meetings are of vital importance to them.

W. W. Lee, formerly of Dunlap, Iowa, has taken an interest in and the management of the Northwestern Iowa Grain Co., of Britt, the other officers being Z. S. Barrett, president; Thos. A. Way, vice president, and Phil. S. Reed, secretary and treasurer. Mr. Lee writes: We are now operating ten houses on the C., M. & St. P. M. & St. L. and C., R. G. & N. W. Railroads; and expect to increase our line to 20 in the next 90 days.

S. S. Christy, Meriden, Ia., July 20: Crops in this section of the country are looking fine. Oats will be a light yield and light weight on account of rust, while wheat will be good; and corn, which a good many have just quit plowing, is small on an average, while some fields have begun to tassel. Potatoes are only about a third of a crop. New grain will begin to move here about August 1. Almost everyone is talking of threshing out of the shock. Weather is fine, with cool nights, which is good for wheat.

J. R. Sage, director of the Iowa weather service, in his report of July 18, says: In about one-third to one-half of the state work in the hayfields was retarded, and a good deal of hay has been injured by frequent rains and lack of sunshine. In the drier districts fair progress has been made in haying and harvesting rye, early sown oats and barley. With favorable conditions harvesting spring grain crops will be general in the larger part of the state within the coming ten days. Corn has made very good progress in all sections, and the bulk of the crop has been laid by in fair condition; but work of cultivation is in progress in late planted fields and bottom lands. Prospects for the crop as a whole are steadily improving. Oats and other small grain crops are standing up fairly well, under somewhat adverse conditions, and with a favorable harvest season the output will be good.

Chas. Counselman & Co., of Chicago, will build an elevator at Valley Junction, a suburb of Des Moines, Ia. J. M. Brown, manager for the firm in Iowa, says: Our new elevator will probably be one of the very largest in Iowa, and will certainly be larger than any that has ever been operated in Des Moines or vicinity. It will have a capacity of 300,000 bushels in its storing bins. The plant will be equipped with the latest machinery for loading and unloading cars, but will not have a grain cleaning machine. We are building the elevator wholly for storage purposes, and intend to make Des Moines, instead of Chicago, the headquarters for our Iowa track

buying business. For several years past we have been handling thousands of bushels of grain, in addition to that taken by our own buyers at country stations, and have caused most of this to be shipped to Chicago for storage or direct to the lake or seaboard for export. We have found that at times we could hold this grain to advantage, and that to do this and escape ruinous elevator charges we should own an elevator of our own, hence our decision to erect one at this point. We send cards to every country buyer every morning, quoting prices we will pay for grain on track at their points, and in this way buy up a great many carloads every day. Hereafter, instead of sending this grain to Chicago, we will have it shipped to this point. If we are of the opinion it is advisable to hold it, we will store it in the new elevator until we are ready to move it. By having it on hand here, we will be in position to ship it south, to Chicago, to Minneapolis, or to any point where the market may be best, and will have a constant supply on hand for this purpose.

#### KANSAS.

W. W. Price will build an elevator at Huron, Kan.

Items of interest to the trade are always welcome.

O. A. Means & Co. have begun the erection of an addition to their elevator at Anchor, Kan.

The elevator at Burrton, Kan., which cost over \$5,000 when built 11 years ago, was sold recently for \$460, and will be rebuilt.

F. M. Baker of Atchison, Kan., says corn in northern Kansas could not be in more perfect condition. A large acreage was sown and there has been plenty of rain.

The Kansas law taxing foreign insurance companies doing business in that state has been declared unconstitutional. That is once the stock companies overreached.

Wilds Elevator Co., Belleville, Kan., July 13: Corn looks extra well, is a good stand and well cleaned. The acreage is the largest ever known in this county.

T. W. Simpson, Agricola, Kan., July 13: Crops never looked better. Corn is simply fine. Plenty of moisture. If the present prospect is fully matured we will have a large crop.

H. J. Lane, Blue Rapids, Kan., July 21: We have had some ten days of good weather, which has been improved in cutting all grain, some of which is now being threshed from shock. New wheat is of good quality. Corn two ears to the stalk and growing as fast as possible.

The Wilds Elevator Co., Belleville, Kan., writes: We are building a new elevator at this point, capacity 17,000, with steam engine of 20 h. p., sheller capacity 900 bushels per hour, cleaner 1,200 bushels per hour. W. B. Hammond of Beatrice, Neb., is superintending the carpenter work. We expect to have it ready for operation July 24.

Frank H. Peavey, on his return from a five days' trip through Kansas and Nebraska on the U. P., says: The wheat looks well everywhere and the corn is simply amazing. I never saw such corn. There were tassels in almost every field between Salina and Kansas City, and in Nebraska the crop conditions seem to be even better than in Kansas, if such were possible.

**MARYLAND.**

The R. D. Johnson Milling Co., of Cumberland, Md., has completed a 50,000-bushel steel tank elevator.

The new Farmers' Elevator Co. has leased the elevator at Frederick, Md., formerly operated by Tate, Muller & Co., of Baltimore.

The president of the Baltimore Chamber of Commerce will appoint two delegates to attend the meeting of the National Hay Association at Detroit, Mich., August 8, 9 and 10.

The directors of the Baltimore Chamber of Commerce have appointed the following members of the grain committees: Wheat—For the term expiring July, 1902—Walter Kirwan, J. C. Vincent and Hiram G. Dudley. Corn—For the term expiring July, 1902—Richard C. Wells, James A. Merritt and J. K. B. Emory. Oats—For the term expiring July, 1902—Emory Kirwan and L. J. Ledderer. Rye—For the term expiring July, 1902—B. Maitland and J. Frank Ryley. Barley—For the term expiring July, 1902—G. Frank Gibney; for the term expiring July, 1901—Solomon Straus, vice, Alexander L. Straus. Buckwheat—For the term expiring July, 1900—Walter Kirwan; for the term expiring July, 1901—Edwin Hewes; for the term expiring July, 1902—Charles P. Blackburn. Hay and Straw—For the term expiring July, 1902—Joseph S. Hudgins. The following new members were elected: Lewis H. Moore, R. J. Taylor, Edmund A. A. Brunings, Baker Waters, C. C. Buckman, John J. Snyder, H. Crawford Black, Henry Williams and Tully A. Joynes.

**MICHIGAN.**

Arthur Bigger is now proprietor of the elevator at Jedd, Mich.

Houfstaetter & Nims, of Woodland, Mich., have sold their elevator.

William C. Howley has completed a 10,000-bushel elevator at Lyons, Mich.

Are any improvements contemplated or any elevators to be built in your vicinity?

A second grain elevator is to be built at Gladwin, Mich., by Geo. H. Clark, of Crossman.

The National Hay Association will hold its annual convention at Detroit, August 8, 9 and 10.

William Burdett will have charge of the Lake Shore & Michigan Southern Elevator at Hanover, Mich.

S. Webster has discontinued the grain business at the Bacon Elevator, Laingsburg, Mich., and left town.

Many Calhoun county farmers will not bother to harvest the wheat, leaving the grain as it stands to be eaten by stock.

The contract for constructing the Columbus, Marshall & Northeastern Railroad has been let to John Seymour, of Hudson.

The July 10 report of the United States Department of Agriculture gave the average weight of wool per fleece as 5.95 pounds, an increase of .15 pounds over last year.

The Nelson Grain Co. has been incorporated at Ithaca, Mich., to deal in grain and hay. Capital stock, \$5,000; incorporators, W. Nelson, Mary H. Nelson and J. M. Everden.

William B. Gallagher, a Buffalo speculator, bought the 58,000 bushels of damaged oats from the burned elevator at Ludington, Mich., for less than 2 cents, and resold a considerable quantity to

farmers at 20 cents a bushel. The poorest grade went at \$1 a load.

J. A. Heath, of Lenox, Mich., writes: We need badly a state association of grain, hay and grain shippers, and hope this fall to get at the matter in earnest. Most of the hay trade are grain shippers as well.

The Michigan crop report, issued July 10 by Justus S. Stearns, secretary of state, estimates the winter wheat crop at 15,250,000 bushels. During June farmers marketed 820,000 bushels of wheat. The condition of corn, oats and beans is 87, 93 and 91 respectively.

**MINNESOTA.**

The Duluth Board of Trade has 144 members.

If you buy a grain elevator let us know of it.

D. A. McDonald's flat house at Barrett, Minn., has been burned.

Peavey & Co. will remodel and enlarge their elevator at Mapleton, Minn.

The Marfield Elevator Co., of Winona, Minn., has increased its capital stock to \$250,000.

The Farmers' Elevator Co., of Dassel, Minn., has declared a dividend of 30 per cent.

The Farmers' Grain Association of Kindred, Minn., has sold its elevator for \$2,300 to a Minneapolis party.

Bingham Bros., of New Ulm, Minn., contemplate erecting nine new elevators on the Northwestern Railway.

H. D. Swan will have charge of the elevator of his brother, G. A. Swan, at Alden, Minn., the coming season.

The 25,000-bushel grain elevator at Taunton, Minn., owned by the Marshall Milling Co., on July 11 was burned.

Eckert & Williams of Glenville, Minn., are remodeling their store house, and will erect a 60,000-bushel elevator.

The W. W. Cargill Co. has closed its elevator at Twin Lakes, Minn., to be reopened when the new crop begins to move.

A New York corporation, known as the Eastern Grain Co., is arranging to build a 2,000,000-bushel steel elevator at Duluth, Minn.

R. D. Haig, with an office in the Board of Trade building, will manage the Duluth branch of the H. Poehler Co., of Minneapolis, Minn.

M. Carmichael, buyer at E. M. Walbridge's elevator, Northfield, Minn., will engage in the business on his own account, having purchased F. E. Watson's elevator.

Minnesota elevator men will find the full report of the Supreme Court in the cases of the State vs. Alfred J. Barry of Litchfield, who shipped wheat that was stored with him

H. E. Wyum, of Hills, has bought the property of the Hills Mercantile & Elevator Co., at Hills, Minn., and will continue the business, of which he was manager four years.

A beautiful floral harp was sent by members of the Chamber of Commerce to Robert C. Harper, father of George C. Harper, grain dealer of Minneapolis, on the occasion of his 100th birthday.

The Hector Elevator Co., of Hector, Minn., handled 183,000 bushels of grain during the past year and declared a dividend of \$35 on each \$25 share. John Hokanson was reelected treasurer and manager.

Albert Rothschild, of Davenport, Ia., who recently purchased the elevator of F. A. Hyke at Luverne, Minn., lay ill

for a week at the Luverne hotel with a bad case of what was supposed to have been appendicitis.

The officers of the recently incorporated Rice's Farmers' Mercantile & Elevator Co., Rice's Minn., are J. M. Thoen, president; H. Oltman, vice president; L. G. Cairns, secretary, and J. C. Momberg, treasurer.

The Anchor Grain Co. has been incorporated at Minneapolis, Minn., to deal in grain and operate warehouses. Capital stock, \$100,000; president, S. M. Passmore; vice president, A. F. Brenner; secretary, C. C. Turner.

The corn in Minnesota between La Crosse and Minneapolis is looking good; has a good stand; averages 4 to 5 feet high; is tasseled out and some of it in the silk in good shape. The oats are about all cut. The wheat and barley look well from the train. Some of the wheat is now, July 24, being cut.

Governor Lind of Minnesota, has appointed the members of the two boards of appeal in connection with the grain inspection department. The Minneapolis board is composed of Frank L. Greenleaf, Alexander McKinnon and Charles Malmquist, and the Duluth board J. K. Stone, Hans Bjorge and A. H. Smith. The latter has declined the office, and Fred W. Eva has been recommended for the position by the Duluth Board of Trade.

**MISSOURI.**

J. D. Yeargain of South West City, Mo., will build a 25,000-bushel elevator.

The discrimination in grain rates against Kansas City will be removed it is expected, August 1.

Challburg Bros., grain dealers of Nebraska, have established an office at Kansas City, Mo.

The O. H. Corbin Mill Co., of Liberty, Mo., will build a 3-story elevator of 20,000 bushels capacity.

The firm of Chas. F. Orthwein & Sons, grain exporters of Kansas City, Mo., has been succeeded by Chas. F. Orthwein's Sons.

The Missouri & Kansas Grain Co. has been incorporated at Neosho, Mo., to operate a line of country elevators. W. A. Hinchman of Kansas City is president, and A. L. Brannock of Kansas City vice president and manager.

All the elevators of the Consolidated Elevator Co., at St. Louis, Mo., have been emptied and closed pending a settlement of its financial difficulties. The stockholders have appointed J. B. M. Kehlor, H. A. Haeussler and H. H. Wernse a committee to guard their interests.

At a conference of grain dealers at St. Louis with the Illinois Railroad and Warehouse Commission and E. J. Noble and W. J. Smillie of the Chicago inspection department, it was decided to appoint an appeal board of three members to pass upon difficulties over the grading of grain received on the Missouri side of the river from Illinois. It was found impossible to make the contract grade of wheat in St. Louis and East St. Louis exactly alike.

**NEW JERSEY.**

A grain elevator at Summit, N. J., was recently burned.

The Erie Elevator at Jersey City, N. J., has been equipped with a pneumatic plant to convey 3,000 bushels per hour.

**NEBRASKA.**

T. Lincoln & Son have sold their elevator at Beatrice, Neb.

The Duff Grain Co. is erecting an office building at Lincoln, Neb.

An addition is being built to the elevator of John Tighe at Manley, Neb.

Send us notices of contemplated elevators, new firms and business changes.

R. B. Schneider, of Fremont says that this will be the banner crop year for Nebraska.

C. S. Lockhart, grain buyer for T. W. Smith & Co., at Lushton, Neb., left July 15 for parts unknown.

Campbell & Son have received the contract to rebuild the burned elevator of Melick & Payne at Elgin, Neb.

An elevator of 20,000 bushels is being built at Harrington, Neb., by the American Grain Co., of Minneapolis.

The Nebraska Grain Dealers' Association has added nine new members operating sixteen houses since April 25.

The Central Granaries Co. is refitting its plant at Wymore and increasing its capacity to make it a cleaning station for all southern Nebraska.

While celebrating the Fourth R. R. Kyd, grain dealer of Lincoln, Neb., had his hand badly mangled by the explosion of a dynamite cracker.

Miller & Wirt, Berwyn, Neb., July 22: Wheat at the best will not make over half a crop, oats and rye one-fourth. Corn is looking good at present; needs rain.

O. O. Cooper, Humboldt, Neb., July 18: The present outlook here is that we will raise the biggest corn crop we ever raised. The acreage is about one-third larger than last year and the prospects were never better. The bulk of the corn is tasseled, or tasseling out, and everything is very favorable. The acreage of oats is also large, farmers are harvesting them now and there will be a big crop. There will be no wheat though to spare to speak of from this section.

At this writing (July 15) the crop conditions for Nebraska are, with the possible exception of winter wheat, more promising than for some years past. Corn is generally reported as showing a good, strong, vigorous growth; not one unfavorable report has thus far been received by me. Spring wheat in the northern part of the state is equal to if not better than last year. Oats a little weedy but otherwise in excellent condition.—A. H. Bewsher, Omaha.

The storage question has, as far as I have been able to learn, been reduced to a minor consideration. It is encouraging indeed to note the rapidity with which this question has been eliminated from the trade. A few months ago it was an exception where storage was refused; the reverse is now the case. There are but few country points that are doing a storage business, and one by one these are fast falling in line with the others.—Secretary Bewsher in General Bulletin No. 10.

M. T. Cummings, of Beatrice, Neb., informs us that Spellman & Slosson of Blue springs, Neb., have bought the P. P. Bacon Elevator on the U. P. at Beatrice. Kyd & Co., of Beatrice have just completed an elevator at Burchard, Neb. William Townsend, of Pauline, Neb., has bought the Haud & Hablitzel house at Barneston. John C. Wowall of Agnew, Neb., has bought and overhauled the W. V. A. Dodds house at Pickrell, Neb. S. K. Davis of the old firm of Scott & Davis of Beatrice, Neb., has

opened a cleaning and reconsignment house at Coffeyville, Kan.

F. M. Rublee of Broken Bow, Nebr., was in Chicago last week. He reported corn doing well notwithstanding planting was late, and the prospects are for an unusually large crop. Spring wheat will be half a crop in the Loup valley country, it has greatly improved during the last two weeks. Rye is nearly a failure. Hay will be a full crop.

**NEW ENGLAND.**

Norwood & Field of Bellows Falls, Vt., are dealers in seeds as well as hardware and farm implements.

Prentiss Brooks & Co. have purchased the grain and feed business of H. L. Woodbury, at Springfield, Mass.

A new grain elevator, it is said, will be added to the terminal facilities at East Boston by the Boston & Albany Railroad.

Charles R. Barber's grain elevator at Bernardston, Mass., was burned July 18, with 3,000 bushels of grain. Loss, \$8,500; insured.

Boston has exported during the first half of the year about 4,000,000 bushels more grain than in the corresponding period last year.

Grain rates to Bangor, Me., have been reduced two cents by the Grand Trunk railway, placing that point on a parity with Boston and Portland.

Edward P. Merrill, grain broker of Portland, Me., writes: The winter wheat sections are underselling the northwest on mill feeds. Some shippers are selling winter wheat bran \$1.40 per ton less than some others will accept. A large western shipper wrote me lately that if the railroads will continue their present rates for a while we can do a good business. Now comes the word that railroad freight rates are to be changed. What the rate is to be nobody knows. Make your freight rates what you please, gentlemen; but make them something and stick to it.

**NEW YORK.**

Rumor has it that P. D. Armour will build a grain elevator at New York.

Lanning L. Ferris, grain broker of New York, has been arrested on a judgment for \$5,401 in favor of George C. Simons.

The National Hay Association will hold its annual convention at Detroit, Mich., August 8, 9 and 10, with headquarters at the Russell House.

The 8-story grain elevator of the Brooklyn Wharf & Warehouse Co., at Brooklyn, N. Y., together with 200,000 bushels of grain, was burned July 19. Loss, \$150,000; insurance, \$90,000.

Welcome Hughes of Hughes & Wilkinson, wholesale grain and feed dealers of Rome, N. Y., stopped in Chicago recently on his way to South Dakota. He reported the rye acreage of his district average; condition good. Crop will be up to the average.

The firm of Hollister, Crane & Co., grain, hay and feed commission dealers of New York, which was recently merged with that of T. B. Chase & Son in the new firm of Hollister, Chase & Co., was one of the oldest in the trade, having been formed in 1817. T. B. Chase & Son have been in the business for nearly half a century.

David Bingham testified to the state commerce commission that grain can be sent out from Boston at 1 cent a bushel

less than New York. He said the elevator charges at New York are too high. The International Elevator Company pays dividends of 8 per cent on a capitalization of \$2,200,000. The grain men get their money back on the high charges for transportation because they are made stockholders in the company and receive large dividends.

**NORTHWEST.**

Three elevators are to be erected at Armour, S. D.

Repairs have been made at the Cargill Elevator, Portland, N. D.

E. V. VanSchoiack is building a 20,000-bushel elevator at Bryant, S. D.

Remember to write the Journal when you get news of interest to the trade.

H. P. Rasmussen has let the contract for the erection of a 25,000-bushel elevator at Dazey, N. D.

Mr. Krall, of London, proposes to erect a flax fiber mill at Fargo, N. D., if given a 10-acre site.

An increase of 100 per cent in the flax acreage in North Dakota is indicated by the returns of the county assessors.

Lightning struck the elevator at Willow City, N. D., owned by the St. Anthony & Dakota Elevator Co. The resulting fire was promptly extinguished.

The late few days of hot weather cause great uneasiness concerning the possible result. So many wheat crops that had similar good promise have been injured, the injury not only reducing the yield, but lowering the quality as well. There is feverish anxiety about this. Up to the beginning of this week the general situation was good, the stand of straw being good; the heads look healthy and of full length. In many parts the fields appeared as well as last year, while in some sections they were called better and in others worse. Nights have been comparatively cool, following hot days of the week, which occasions hopefulness that damage has not been severe. Still, if the hot days have done no more they have hurried the grain forward too much for the best development of the kernel. Farmers as well as other people are yet in disagreement as to the probable consequence.—Minneapolis Market Record, July 21.

**OHIO.**

Grain trade news items are always welcome.

J. F. Bryant has a new elevator at Frankfort, Ross Co., O.

Ed. Berg, of McPherson, is building a grain elevator at Elyria, O.

Hardesty Bros., of Columbus, O., have completed a 50,000-bushel steel storage tank.

The Gilliland Warehouse at Dunkirk has been leased by the Harris Mill & Elevator Co., of Kenton, O.

The Ashland & Wooster Railroad is to be further extended from Apple Creek to Shreve, a distance of 16 miles.

Ohio dealers will find an interesting letter from H. S. Grimes, Portsmouth, in "Letters from the Trade," this number.

Many Ohio dealers will find it convenient to attend the annual convention of the National Hay Association at the Russell House, Detroit, Mich., August 8, 9 and 10.

H. S. Grimes, Portsmouth, O.: Our corn crop never looked finer to my knowledge. We have had copious rains, and they seemed to come just when we needed them. Our hay crop is very short;

oats excellent, never was a better crop to my knowledge. They are now being harvested.

William H. Bellman, grain dealer of Toledo and at one time president of the Produce Exchange, has filed a petition in bankruptcy, scheduling debts of \$31,908 and assets of \$15,166.

Cincinnati grain men feel that the railroads are aiding Louisville in making lower quotations on corn for Southern shipment. It is reported that the rebilling is manipulated.

The Jackson Grain & Flour Co. has been incorporated at Jackson, O., to deal in grain and flour. Capital stock, \$100,000; incorporators, D. Davis, L. W. Dever, J. F. Morgan and A. L. Ervin, all of Jackson.

J. W. Fisher & Co., of Cincinnati, O., were given the contracts, July 10, by Quartermaster Lee at Chicago to supply 7 tons of straw, 95 tons of hay and 138 tons of oats to army posts at Louisville, Ft. Thomas and Columbus.

All the property of the Canal Elevator & Warehouse Co., at Cincinnati, O., will be sold at auction August 14, by the Ezekiel & Bernheim Co., of Cincinnati, by order of court. As a going concern the property is appraised at \$99,700, and is said to be valuable as an investment.

All wheat is blown where it will improve the grade. It has been necessary to blow a few cars of the new wheat on account of chaff and smut. It is inspected before and after it is blown. The expense for blowing is half-cent per bushel. You are allowed for the screenings less a small amount, which is blown away and lost.—From Market Letter of C. A. King & Co., Toledo.

The Cincinnati Grain, Hay and Feed Receivers' Association, at its meeting July 5, re-elected all the old officers and directors to serve the ensuing six months. A committee was appointed to confer with Secretary Murray to secure a more accurate report of sales made, especially of oats, the No. 2 grade of which admits a range of 6 pounds and corresponding range in quotations.

S. K. Neer, of Greenville, O., writes: We think the organization of district associations is a good thing, and we believe the time will come when the different associations will all belong to the larger associations. We have added several new members to our local association since our Dayton meeting, and now have a membership of 53 with prospects of getting in some of the disturbing elements on the outer edge.

The C. H. & D. Elevator Co., at its meeting in Toledo, O., July 18, elected the following directors: M. D. Woodford, New York; C. G. Waldo, Cincinnati; A. H. McLeod, Cincinnati; H. E. Seeley, Bridgeport, Conn.; F. L. Curtis, Waterbury, Conn.; C. G. Sanford, Bridgeport, Conn., and F. E. Ferguson, Toledo. Mr. Woodford was elected president and Mr. Ferguson secretary and treasurer. The report of the treasurer showed the company to be in excellent shape.

Southworth & Co., Toledo, calls attention to the establishment by the Produce Exchange of that city of a system for checking weights. Men are employed by the Board, not to weigh, but to examine and check all weights. These men are at the elbow of the weighman in the different elevators and it would seem that it was impossible for the weighman to make errors without instant detection. For this service 15 cents per car is added to the inspection fee, making the fee

for inspection and weighing 50 cents, which the seller of the grain pays.

An Ohio dealer writes: Some of the dealers are a little bit hard to convince that it is to their interest to belong to some association. They think that they are able to take care of themselves, or, at least, that is what some of them say. But the time will come, at no distant date, we believe, when all the dealers will be organized, and it is right that they should be. They can work together in harmony just as well as not. It is these little jealousies that creep in that cause so much trouble in adjusting prices.

Fire has again visited Toledo. At 8 o'clock on the evening of Sunday, July 23, the Cincinnati, Hamilton & Dayton Elevator was discovered to be burning near the roof in the center of the building. An explosion which blew out the windows of the cupola shook up the dust and caused a second explosion of terrific force. This tore out the entire side of the building and hurled the watchman, W. E. Welch, from the second floor to the ground beyond reach of the flames, and set all parts of the house ablaze. Within half an hour after the fire was first seen the plant had been reduced to a mass of smoking ruins. The elevator contained over 800,000 bushels of wheat, the property of Southworth & Co., J. F. Zahm & Co., W. A. Rundell & Co., C. A. King & Co., grain receivers of Toledo. Loss on building, \$350,000; on contents, \$650,000; fully insured. The fire was a great surprise to the trade, as the building was well constructed and comparatively new, and was kept clean.

There was quite a sensation on Change when it was learned yesterday that a local feed store concern had been caught in an attempt to defraud a grain dealer. The first that was known of the crooked work of the concern was when the Union Grain and Hay Company sold a car of oats to W. H. Kramer, another dealer, and this dealer resold the oats to the feed store in question. When the car had been emptied and weighed out there was a discrepancy between the weights furnished the Union Grain and Hay Company and the weights that had been given by the out-of-town shipper who sent the oats to the Union Company. This led to an investigation. The firm to which the Union Grain and Hay Company sold the oats was known to be perfectly reliable, and was as much surprised at the discrepancy as was the receiver. There was a shortage of 2,000 pounds, and it was thought to be considerable enough to look into. Accordingly it was decided to put a detective on the trail. This was done by Kramer, and he found how the crookedness was worked. Another car of oats was sold to the same firm as a trial, and the retail store sent two wagons to the car. After passing over the scales on the way to the car one of the wagons loaded with sacks of oats in a hurry and quietly drove in the other direction and unloaded in a building on a little side street. It then returned and the two wagons loaded passed back over the scale to be weighed. Later in the evening the detective, who had seen the whole transaction and waited to see the outcome, saw the wagon return and haul away the load of oats that had been stored. This was enough for Mr. Kramer. He promptly went to the heads of the concern that had been caught in the crooked work and told them that he wanted the shortage made good. They

replied that they wouldn't make a shortage good that they were not responsible for. They were then told that so much time would be given. They protested, but agreed to look into the matter. The next day currency was received to make up for the shortage.—The Enquirer, Cincinnati, O., July 14.

#### PACIFIC COAST.

A 60,000-bushel elevator is being built at Scio, Ore.

D. F. Anderson & Son have succeeded Anderson Bros., dealers in grain and hardware at Rosalia, Wash.

The Central Grain & Stock Exchange has been incorporated at San Francisco, Cal., with \$26,000 capital stock, by H. A. Moss and others.

Owing to the high freights tramp steamers are again entering into competition with sailing vessels for grain cargoes from the coast to Europe. For the past two seasons this field has been occupied exclusively by the sailing vessel.

#### PENNSYLVANIA.

Send in reports of new firms, business changes and new elevators.

John Lehman will succeed Messrs. Piper in the grain business at Oakville,

Daniel McCaffrey's Sons, receivers of hay and grain at Pittsburg, Pa., are working very hard to procure an official weighing system for their city.

At a largely attended meeting July 17, at the Pittsburg Grain and Flour Exchange, in the absence of the president, John J. McCaffrey, vice president appointed the following delegation to represent the Exchange at the National Hay Association Convention at Detroit, August 8, 9, and 10: L. S. McKallip, Robert Thorne, W. A. McCaffrey, H. G. Morgan, George W. C. Johnson, H. L. Houck, Peter Keil, M. A. Callahan, M. F. Herron, Charles Culp, John C. Moore, W. S. Floyd, Philip Ceidle, Jr., R. S. Martin, S. H. Smith and W. W. Beatty.

#### SOUTHEAST.

Kindly advise us of new firms, new elevators and business changes.

The C. V. Railroad Elevator at Clearbrook, Va., is about completed.

P. R. Wilhoite has been reelected grain inspector by the Chattanooga Chamber of Commerce.

A 50,000-bushel elevator is being erected at Union City, Tenn., by the Mathes-Sullivan Milling Co.

The construction of a \$10,000 grain elevator is contemplated by the Farina Flour Mills of Raleigh, N. C.

W. J. Kerr of W. J. Kerr & Co., grain and flour merchants of New Orleans, La., was in Chicago recently.

W. P. Walker of Spalding County, Ga., was awarded the prize of \$100 offered by the Macon Telegraph for the best yield of wheat on four acres. His yield was 147 bushels and 56 pounds.

To confirm a sale of real estate the Chesapeake & Ohio Grain Elevator Co., of Newport, News, Va., has brought suit against the Central Trust Co., of New York.

George Coger, Danville, Ky.: It is only a half wheat crop in Kentucky this year, and if we do not have copious rains very soon the hemp and corn crops will be short.

R. W. Forbes & Son of New York, handle practically all foreign shipments of grain from Norfolk, Va., enjoying a

practical monopoly of the Norfolk & Western Elevator at Norfolk.

An elevator and warehouse are being built in connection with the Jackson County Flouring Mills at Scottsboro, Tenn.

The condition of cotton July 1, as reported by the Department of Agriculture, was 85 in Louisiana and 88 in Tennessee.

Colonel M. K. Clements, president of the North Alabama Agricultural School, has just had his crop of experimental wheat threshed. It has not had sufficient rain since April 18, yet yielded over 50 bushels from a 3-acre plot.

#### SOUTHWEST.

J. R. Abbott will build an elevator at Fort Smith, Ark.

B. Howell, of Huntsville, Ark., will build a wheat elevator.

The Pond Creek Mill & Elevator Co., of Pond Creek, Okla., has increased its storage capacity by 25,000 bushels.

Chief Inspector Prouty's plan for inspection in transit was indorsed at the July 10 meeting of the Territorial Grain Dealers' Association.

H. Rages & Son, of Renfrow, write that M. T. Williams is building a 10,000-bushel elevator at Caldwell, Okla., the next station north of Renfrow.

The government crop report of July 10 gives the condition of cotton as 93 in Texas, 82 in Arkansas, 78 in Oklahoma and 91 in Indian Territory.

H. Rages & Son, Renfrow, Okla., July 22: Threshing in this vicinity has been stopped by the recent rains. The wheat is turning out very poorly, the average is about 52 pounds, with a yield of ten bushels per acre.

A. T. Haines, of Kingfisher, Okla., informs us that an elevator is being built at Moore, 10 miles south of Oklahoma City, and that improvements are being made to the mill and elevator at Geary, west of El Reno. With regard to the grain inspection department of which Colonel C. T. Prouty has been appointed chief, with headquarters at Kingfisher, Mr. Haines says: The inspection law is warmly supported by the grain men through that section.

#### TEXAS.

E. B. Greathouse, of Temple, Tex., has bought a large Monitor oat clipper.

E. W. Morten, of Farmersville, Tex., has completed arrangements to build an elevator.

Readers will confer a favor by reporting new elevators, new firms and business changes.

John E. Bailey, general manager of the Galveston Wharf Co., informs us that his company will operate elevator B in the future.

The Texas Railroad Commission has decided that the Ayres bill does not in any way effect the rebate or the commission laws, and consequently does not legalize underbilling.

W. R. Fields & Co., of Howe, Tex., are about to begin work on an elevator, which they intend to equip with large corn shellers and oat clippers, two dumps for corn and one for oats; capacity, 100,000 bushels.

The Ardmore Mill & Elevator Co., of Ardmore, I. T., has petitioned the supreme court of Texas to compel the secretary of state to issue a charter to the company, which proposes to do business with a general office at Paris, Tex., and mill and elevator at Ardmore. The

secretary has ruled that charters could not be obtained in Texas for corporations to transact business outside of the state.

Secretary Crenshaw informs us that J. H. Roper, of Itasca, Tex., will put in a Monitor Oat Clipper made by the Huntley Mfg. Co., and a large warehouse separator. C. L. Martin, of the same place, will put in a large Monitor Oat Clipper.

#### WISCONSIN.

Work has begun on the foundation of H. E. McEachron's new elevator at Wausau, Wis.

Christian Burkhardt has bought the mill property at Boardman, Wis., for \$7,000, and will open the grain elevator.

F. F. Tibbets, agent for the Northern Grain Co. at Barron, Wis., was robbed by highwaymen on the evening of July 19. They took \$615.

The Milwaukee Terminal & Western has been formed to build a railroad from Milwaukee southwest 200 miles. D. M. Edgerton of Kansas City is the promoter.

Burning soot recently ignited the grain elevator at J. Goetter & Co., at West Bend, Wis. The flames were promptly extinguished by the warehouseman, Peter Hetzel, with several buckets of water.

McGuire & Atwood, grain dealers of West Superior, Wis., have filed charges with the railroad commissioners against the Wisconsin Central Railroad, alleging unfair discrimination. Plaintiffs were charged 13 cents per hundred on oats from Boyd to Agnew, Wis., and only 10 cents from Ashland to Chippewa Falls, a much longer haul, on the same line.

#### THE CROP GRUMBLERS.

Mr. W. S. Hatfield, of Green's Fork, Wayne county, Ind., is a daisy. Read his crop poetry:

I was sorry to learn that you were sick,  
And in sympathy I write, but not to kick  
About the crops, bugs, rust and flies  
(For half we hear are confounded lies);  
But to tell the truth about crops here.  
They are just as good as anywhere,  
And will average up to former years  
In spite of croakers, bulls or bears.  
For we have many fields of wheat  
That are free from bugs, rust or cheat;  
And if it would make fifty bush per acre,  
They would whine and grumble at their  
maker;  
For they will murmur and complain  
About the drouth, and then the rain.  
Yet we have in prospect a good crop of  
oats,  
And plenty of corn to fatten shoats;  
And the way it looks our timothy and  
clover  
Will be a bigger crop by two times over  
Than we have had in many years that's  
past;  
And our pasture fields knee deep in grass;  
And no diseases among sheep or swine.  
While our cattle are plump and looking  
fine.  
From our Jersey cows we get cream that's  
sweet  
To put on strawberries every time we eat.  
So let us thank the Lord up in the skies,  
And quit whining about crops, rust and  
flies.—Toledo Market Report.

A flax fibre factory, employing a new chemical process for separating the fibre from the woody part of the stalk, is to be erected at Fargo, N. D., at a cost of \$50,000. The product is expected to be valuable in the manufacture of linen papers. The factory will consume annually 60,000 tons of straw, the product of 40,000 acres, at an average price of \$2 per ton.

#### GRAIN CARRIERS.

Grain shipments from South Chicago by water have been very small this season. By far the greater part of the grain is going east all rail.

The presidents of all the lines running east from Chicago and St. Louis will meet at Chicago August 8 to equalize domestic and export rates and grain and flour rates.

Without the strong competition of iron ore lake grain rates would have been much lower this season. As high as \$1 per ton was recently paid on ore from Lake Superior.

The largest cargo of grain ever shipped from Philadelphia was taken out July 11 on the steamer Strathgyle for Rotterdam. It consisted of 250,000 bushels of oats and 110,000 bushels of corn.

Traffic through the Sault Ste. Marie Canal during June included 5,255,000 bushels of wheat and 3,138,000 bushels of other grain. The total tonnage of all freight aggregated 3,501,000, against 2,494,000 a year ago.

Export rates from Chicago to the seaboard have been increased by the eastern lines, effective August 1. Rates are, corn and wheat, 11 cents; oats, 13 cents. On domestic grain and grain products the new rate is 17 cents, except on corn, 15 cents.

Grain shipments from Milwaukee to Ludington have been stopped by the burning of the F. & P. M. elevator at Ludington. A cargo of 8,000 bushels clipped oats was reshipped to Milwaukee in the absence of facilities for unloading at Ludington.

George H. Raymond, an elevator man of Buffalo, argues that a ship canal from Buffalo to New York would be of no value in the transportation of grain, as the large lake steamers, instead of continuing on at slow speed through the canal, would prefer to discharge their cargo at Buffalo and immediately take on a return cargo up the lakes. A large lake steamer, earning \$100 per hour on the open lake, would earn only \$25 per hour on the canal. Plausible; but it seems that steamers ought to be able to compete with canal boats.

The Interstate Commerce Commission gave its decision July 18 in the case of the Grain Shippers' Association of Northwest Iowa against the Illinois Central railroad. The commission decides that the 19-cent rate on corn from Sioux City and other points in adjacent territory and from most points in Western Iowa should be extended to Sioux City and points in Iowa, on and east of the Sioux City and St. Paul railroad (now a part of the Chicago, St. Paul, Minneapolis and Omaha system) and a corresponding reduction should be made from other points in Southeastern South Dakota. The commission further held that, while no opinion is expressed as to what is the proper relation of the rates on wheat and corn from Sioux City and adjacent territory, the difference of 4 cents, which now prevails from most shipping points in that section, should not be exceeded. The complainants also demanded reparation, but this was denied upon the ground that there is no proof that the rates were unreasonable at the time they were paid.

Paul G. Wood, Lilly Chapel, O.: Don't let my paper stop.



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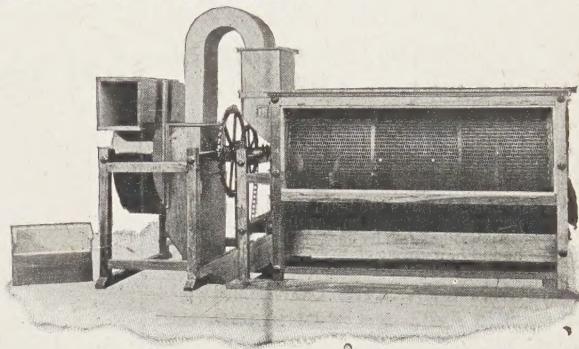
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W. L. BARNUM, Secretary.

### The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past almost 75 per cent of Board rates. For particulars, address

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IDA GROVE, IOWA.

**The Cramer Grain Distributor and Indicator** For Country Elevators.  
 Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, D. H. CRAMER, Grand Island, Neb., or to the sole manufacturers, Webster Mfg. Co., 1075 W. Fifteenth St., Chicago.

### Perforated Metal For Grain Cleaners



### Rubber Stamps...

Of all kinds, Inks, Pads, Stencils, Steel Dies and Seals. Write to Dept. B.

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### FINE.... LOCATIONS

FOR ELEVATORS AND FACTORIES  
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Address B. THOMAS, Pres. and Gen. Mgr., Room 10 Dearborn Station, Chicago.



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results from feeding the grain in the form of finely ground meal. All ground food is digested. No waste. It therefore takes less grain to produce the same or better results.

**Vertical Burr Stone Mills**

16 to 30 inches, grind faster and finer than any other. Largest capacity. Make also Oat

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**CHAS. KAESTNER & CO.**

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the capacity  
of your sheller  
by using the

It feeds uniformly to any capacity, thereby insuring more and better work. Its motion is positive; corn cannot bridge over feeder. Sent on trial by

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### APPRaised THEN YOU CAN REBUILD

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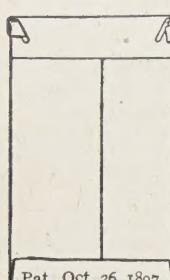
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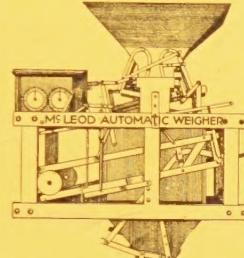
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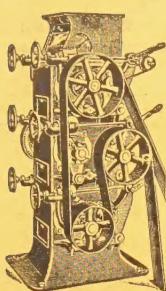
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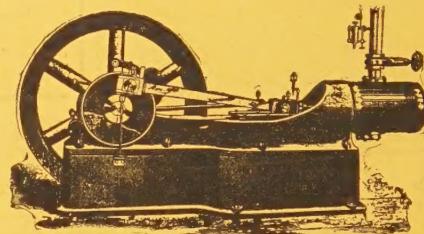
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